

MANUFACTURERS' RECORD

A Weekly Southern Industrial and Hardware Newspaper.

Vol. XIII. No. 5.
WEEKLY.

BALTIMORE, MARCH 10, 1888.

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Report of the AQUEDUCT Commissioners.

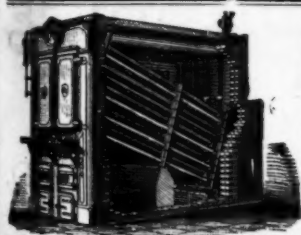
[NEW CROTON AQUEDUCT, NEW YORK.]

AN ELABORATE VOLUME, CONTAINING AUTHORITATIVE TABLES BY THE CHIEF ENG., B. S. CHURCH. JUST ISSUED.

PLANT (by actual count from Table 13.)
Number of Ingersoll Drills used..... 249
Number of Drills of all other kinds..... 103
PROGRESS (by actual figures from Table 8.)
Average weekly progress in best 20 headings that used Ingersoll Drills exclusively (omitting all idle weeks)..... 38.73
Average weekly progress in best 20 headings that used other drills exclusively (omitting all idle weeks) 31.68
DIFFERENCE OF 20 PER CENT. IN FAVOR OF INGERSOLL DRILLS.

All headings where Ingersoll Drills were used exclusively have been completed, except the section under Harlem River, now being driven by Ingersoll Drills and Air Compressors. Send for description of Aqueduct, with Engineers' Tables of Progress and Catalogue. Sent free. We have procured a limited number of the Report of the Aqueduct Commissioners, and will send them by express on receipt of \$5, actual cost to us.

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Safe, Economical, Durable.

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WILLIAM H. SMITH, Esq., 115 Dearborn St., Chicago, Ill.
CHAS. E. ASHCROFT, Esq., 69 Mason Bldg., Boston, Mass.
JOHN S. MOORE, 149 Gravier Street, New Orleans, La.
T. B. PACKER, Shidley Building, Kansas City, Mo.
V. MERRILL, 149 N. Third Street, Phila., Pa.
WIGGS & RACON CO., Birmingham, Ala.

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ENGINES, SHAPERS, GEAR CUTTERS, &c.
Thos. K. Carey & Bros.
LATHES, PLANERS, DRILLS, 21 S. CHARLES ST., BALTIMORE, MD. Write for New Machinery Catalogue.

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OVER 300,000 NOW IN USE. THE LIGHTEST, STRONGEST, BEST BALANCED and CHEAPEST in the WORLD.
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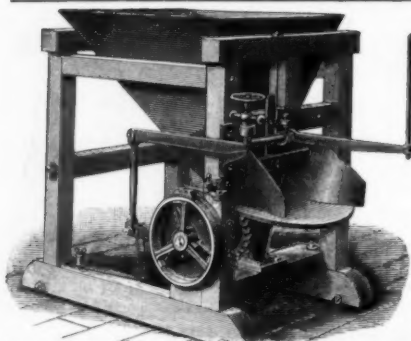
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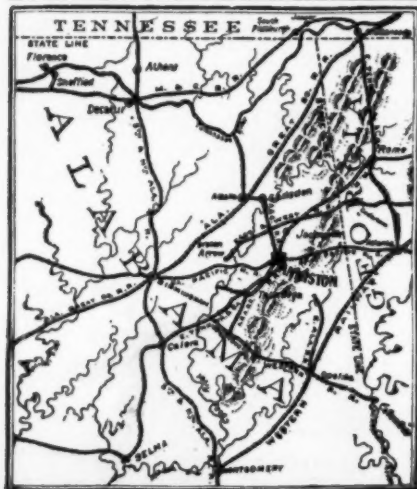
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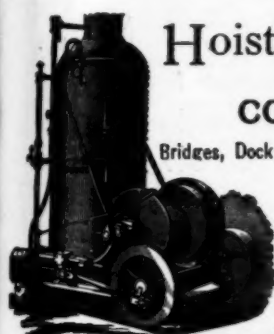
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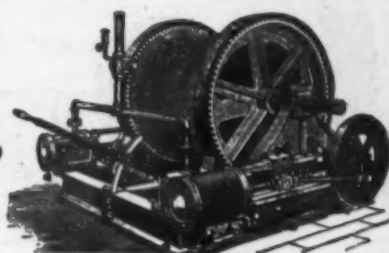
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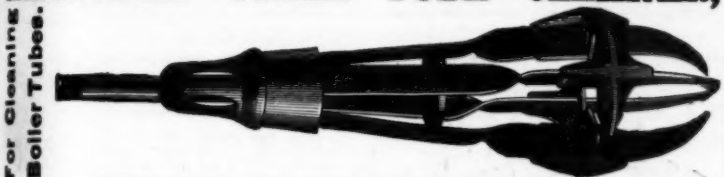
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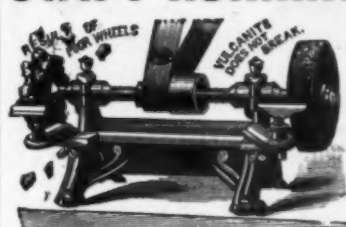
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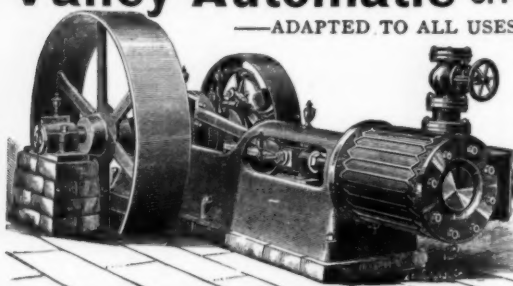
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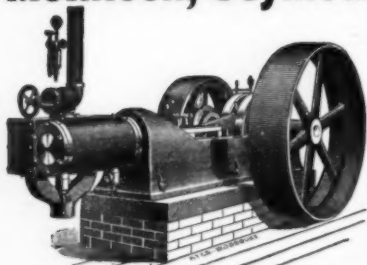
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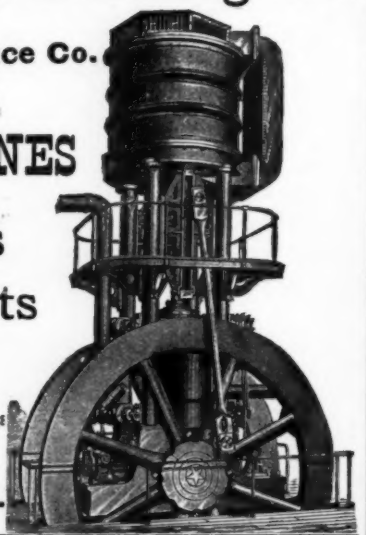
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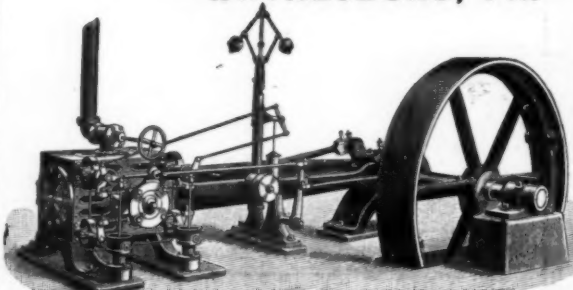
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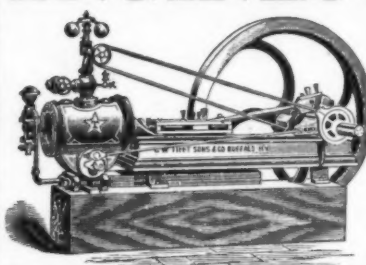
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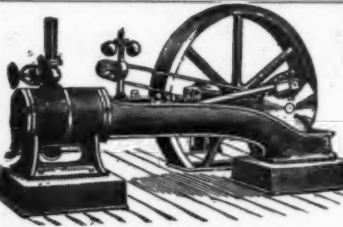
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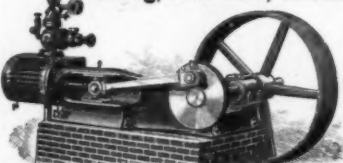
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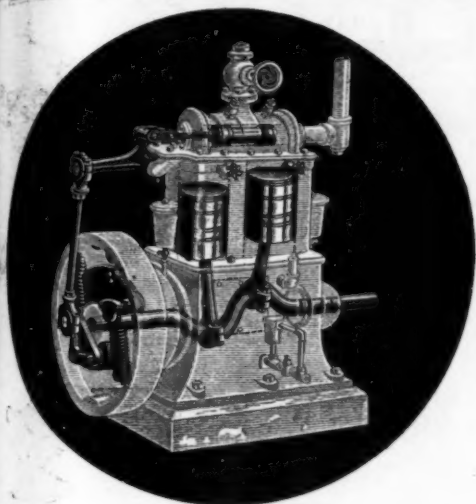
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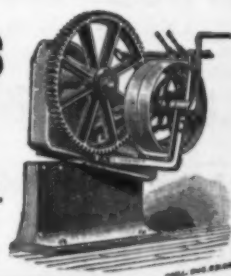
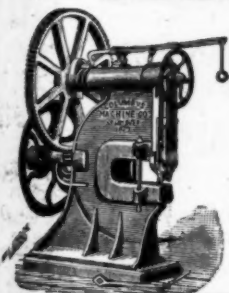
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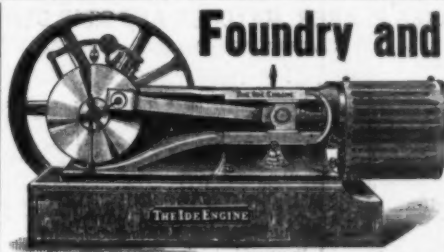


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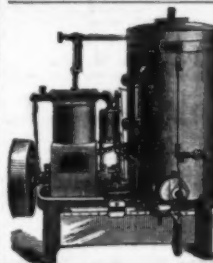
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No dust, ashes, or smoke. No Skilled Engineer required. "Brake" Tests
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IT NEVER FAILS.



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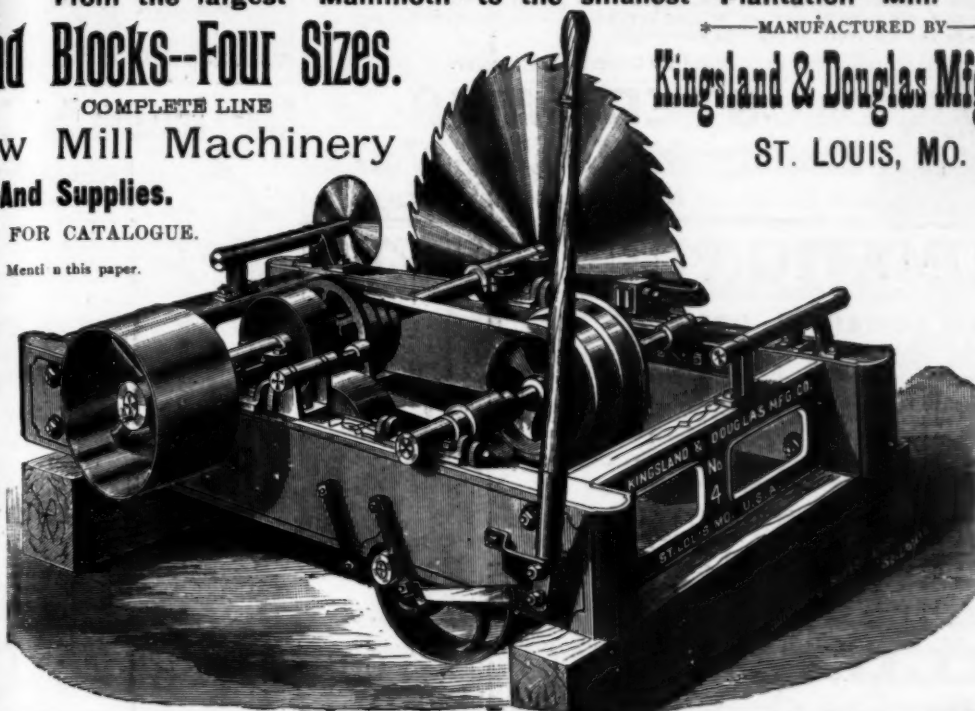
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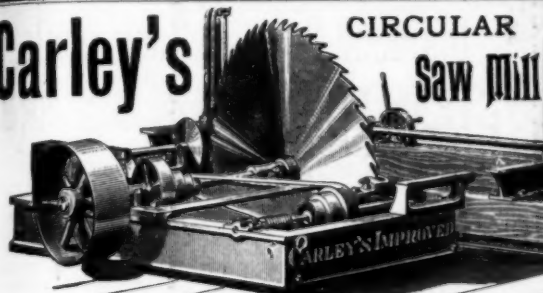
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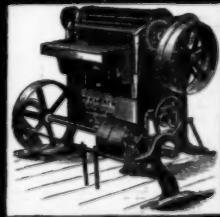
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MANUFACTURER OF

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OF ALL KINDS.

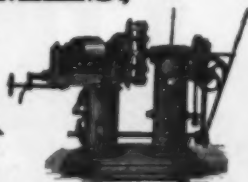
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Capacity 15,000 to 100,000 feet per day. CIRCULAR SAW MILLS Complete outfits planned and furnished.

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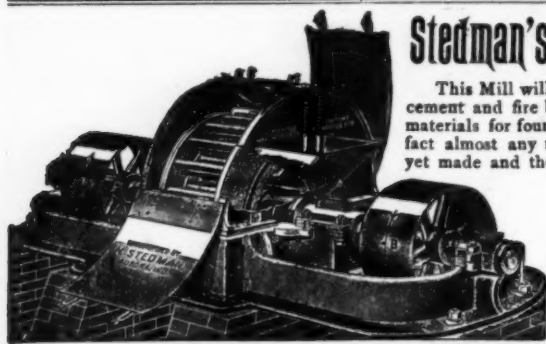
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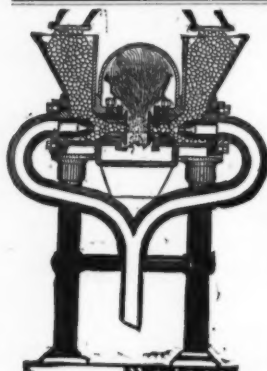


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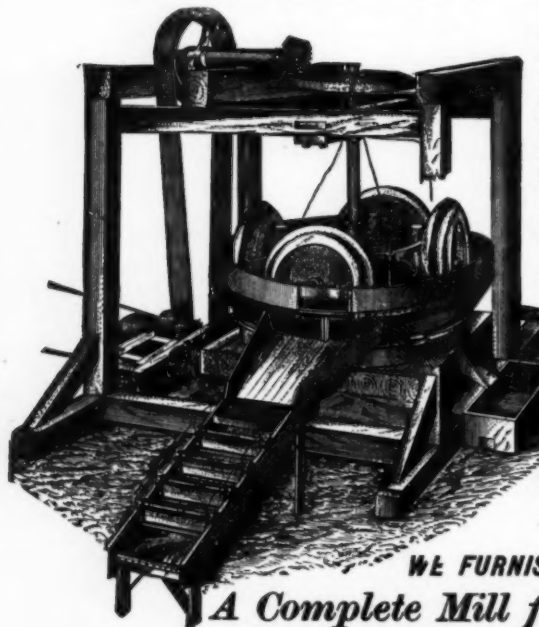
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FOR MINES, BLAST FURNACES, DOCKS, ETC.

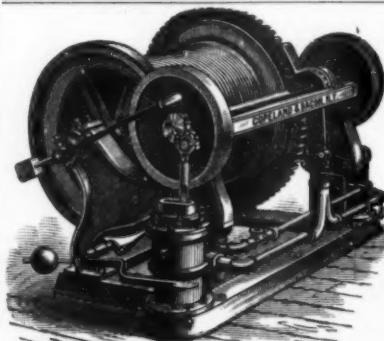
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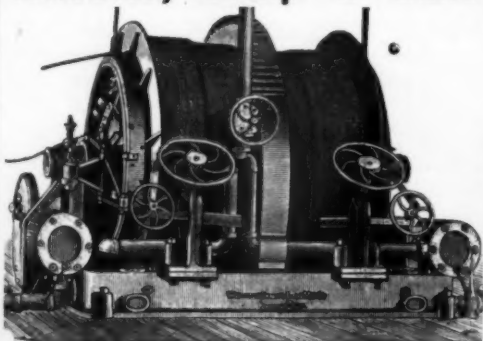
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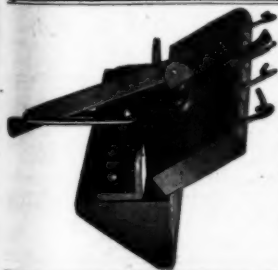
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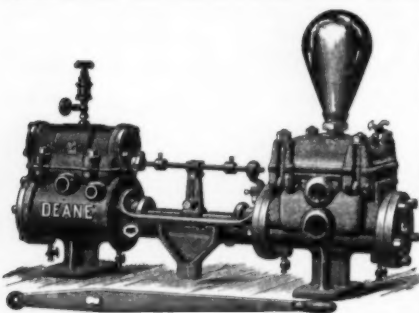
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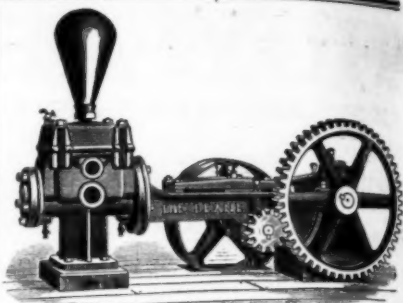
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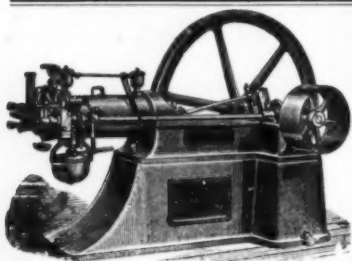
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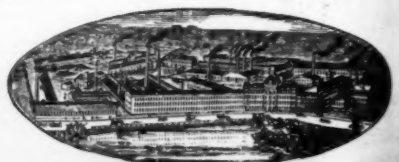
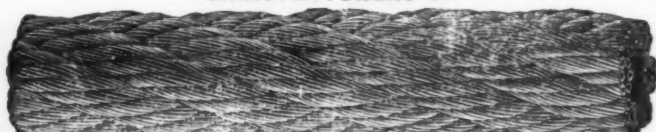
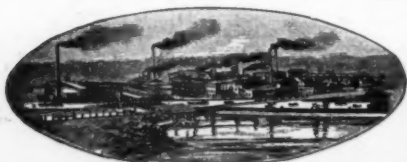
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PUBLISHED EVERY SATURDAY BY THE
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The MANUFACTURERS' RECORD solicits correspondence relating to the manufacturing, mining, lumbering and all other material interests of the Southern States. Letters on any phase of Southern development, facts as to the resources of this section, modes of new enterprises to be started, etc., etc., will all find a welcome. Reaching so many capitalists in all parts of the United States seeking profitable investment in the South, the MANUFACTURERS' RECORD offers an excellent chance for the people in that section to place the advantages of each locality before those likely to be interested.

WHAT ADVERTISERS SAY.

Cordesman Machine Co.—Wood-Working Machinery.

CINCINNATI, O., January 30, 1888.

Editor Manufacturers' Record:

Our "ad." with your journal has been running but four months, but from the solid returns received in this brief time we are constrained to say that in none of our other contracts made to reach the Southern trade have we found the practical results yours has afforded us. Truly yours,

CORDESMAN MACHINE CO.

Office Board of Trade.

LOUISVILLE, KY., January 23, 1888.

Editor Manufacturers' Record:

Many testimonies were needed to the value and efficiency of the MANUFACTURERS' RECORD as an advertising medium my own experience might furnish it. On Saturday, the 21st, the MANUFACTURERS' RECORD published a very complimentary notice of the splendidly-printed book, "The City of Louisville and a Glimpse of Kentucky," just issued by the Board of Trade here for free distribution. On Monday morning, when I reached my office, there were 18 letters awaiting me, each referring to the MANUFACTURERS' RECORD's notice and asking for a copy. Before night the number of letters had increased to more than 30. These letters were from Illinois, South Carolina, North Carolina, Alabama, Tennessee, Virginia and Indiana. I expect an avalanche during the week.

YOUNG E. ALLISON.

Ideal Manufacturing Co.

NEW HAVEN, CONN., January 18, 1888.

Editor Manufacturers' Record:

We are very much pleased with the result of our experimental advertisement in the RECORD. We say had four issues, every other week, and have received 33 bona fide enquiries from three issues. You may make out contract for one year. Yours truly,

J. H. BARLOW,
Manager Ideal Manufacturing Co.

F. F. Waters Manufacturing Co., Manufacturers of Smith's Patent Friction Drill.

BOSTON, MASS., February 4, 1888.

Editor Manufacturers' Record:

It gives us pleasure to state that our "ad." in the MANUFACTURERS' RECORD has brought us, on the average, about 30 letters per month. We consider it a paying investment. Respectfully,

F. F. WATERS MFG. CO.

Cordesman, Meyer & Co., Manufacturers of Wood-Working Machinery.

CINCINNATI, O., January 11, 1888.

Editor Manufacturers' Record:

We are highly pleased with the returns from our advertisement in your journal, and take pleasure in recommending it to others in our line as a valuable medium for reaching the trade. Yours very truly,

CORDESMAN, MEYER & CO.

A Sinister Tariff Bill.

The protracted meetings of Chairman Mills and his associates have ended for the time being. The tariff bill they have prepared has been given to an expectant public. A careful examination of the details of this measure is needed to understand its true inwardness. The MANUFACTURERS' RECORD, after carefully studying them, is reluctantly forced to the conclusion that it is the most sinister tariff bill that has ever been presented to Congress. It is what it was intended to be, an entering wedge for the destruction of American protection. Devised ostensibly to reduce the customs revenues, it would, if it became the law, largely increase them. By substituting ad valorem for specific duties it opens numerous doors to dishonest importers. Regardless of the clearly expressed wishes of wool growers and manufacturers it puts that staple on the free list. While continuing protection to iron ore and pig iron, it reduces duties on their manufactured products to rates that will enable foreign manufacturers to flood the country with their goods at prices that will break down American producers. If it were to go into effect, in less than a twelve month thereafter numerous thriving establishments would be compelled to suspend their operations and discharge their work people. The withdrawal of their demands for iron would be felt by every blast furnace in this country and compel many of them to extinguish their fires. The market for American iron is made by the railroads and the manufacturers of the United States. Destroy the latter, as to a large extent the enforcement of this iniquitous measure would, and the splendid development of the South would suddenly cease.

Fortunately there is no danger that this bill will become a law. It bears internal evidence that those who prepared it did not expect its success this time. Like all free trade theorists, they wish to indoctrinate the people with their notions. A presidential election is close at hand. Campaign material was needed. The issue before the people is to be "protection or free trade, which?" This bill has many stump speeches in it. It gives the free traders their chance. It enables Congressmen representing purely agricultural communities to go before their constituents with a plausible plea for re-election. It was no legislation but electioneering that dominated the minds of the little coterie of alleged statesmen who originated this bill.

The MANUFACTURERS' RECORD is compelled most regretfully to say that the majority of those alleged statesmen represent Southern constituencies. We rejoice in the belief that they do not represent the South. That vast section, thrilling with the new life that is rebuilding its waste places and urging its people onward in all lines of industrial activity, has no sympathy with those who would check the glorious march of its people. The voice of the South is for protection.

An Immigration Movement.

The MANUFACTURERS' RECORD in its efforts in behalf of immigration to the South has constantly taken the ground that the railroads must lead. Without their active co operation it would be almost useless to expect the work of others in this direction to prove very successful. This we are glad to say the leading railroad men of the South fully realize, and they are now preparing to do their part very nobly. Probably the most important step yet taken by any single company is that of the Central, of Georgia, which, under the progressive management of Mr. M. S. Belknap, has decided to establish and support at its own expense an immigration bureau, designed to work not simply for the country tributary to the lines of that company, but for the whole State of Georgia. This is a bit of enterprise worthy of the strongest commendation. This company will employ competent men to travel through the West in the interests of Georgia. It will publish papers and pamphlets setting forth the attractions of that State, and will send through the country an exhibition car filled with a display of the mineral, timber and agricultural wealth of Georgia.

What other Southern roads will follow this wise move? The Louisville & Nashville, ever progressive and enterprising in pushing forward the development of the South, the Richmond & Danville, whose work in this line has proved of inestimable value, and other Southern systems, cannot, we think, do a better thing for themselves and for the country through which their lines pass than to enter upon this work with new vigor. They might with great advantage establish bureaus of immigration and appropriate a liberal sum for carrying out this work. Through such organizations as these the country could be flooded with Southern literature, and tens of thousands of well-to-do settlers and millions of dollars of capital could be yearly attracted South.

THE Citizen, of Asheville, N. C., that beautiful city in "The Land of the Sky," has found it necessary to make a decided increase in its size. We congratulate its publishers upon their well earned success, and trust that the Citizen and Asheville may continue their prosperous career for generations to come.

A VERY marked improvement has been made in the News, of Greenville, S. C., of which Mr. A. B. Williams is the accomplished editor. The News is doing valiant service for Greenville, and the business men of that place evidently appreciate it.

THE Cotton World, of New Orleans, which has taken front rank among the leading journals of the country, has just entered upon its third volume. If its future is to be measured by its past, it has brilliant prospects for honor and prosperity.

Promise and Performance.

On the 18th of February the Commercial Club, of Providence, R. I., held its regular monthly supper at the Narragansett Hotel, and, as is its custom, it entertained a number of guests, among whom was Hon. Roger Q. Mills, of Texas, chairman of the House Ways and Means Committee. The expectant father of the tariff bill, which has since been born, spoke for an hour or more after dinner, and the New York Times next morning favored the public with a telegraphic report of his confessed understanding of 'the divine law of the Creator.' As defined by the Texas interpreter it was: "The consumer depends on the manufacturer and on labor, and the laborer on the manufacturer, and all on each other." He then illustrated his definition by showing how the tariff disturbs that divine law, and oddly enough he selected clothing for his purpose. "Suppose," said he, "a consumer could buy a suit of clothes for \$10. Suppose a duty of a hundred per cent. were put upon clothing, that suit would cost the consumer \$20." There was not a man who heard him, except perhaps Representative Breckenridge, of Kentucky, who did not know better, and there were a dozen clothing houses within three minutes' walk of the banquet hall, where the speaker could have ascertained that he was mistaken. In his ignorance he continued his supposition. "If a man earn but a dollar a day, it would take the wages of ten days to buy his suit, but if by a stroke of legislation we compel him to labor 20 days to buy that suit of clothes, by law we have annihilated 10 days of labor. In doing this," said the orator, "you have violated the divine law and done a terrible injustice."

These sophistries did not disturb those business men of Providence. They were too well-bred to dispute the expounder of divine law, but as they listened they winked across the table at each other, and politely veiled their irrepressible smiles behind fragrant smoke wreaths. Their patient attention encouraged him to continue to his conclusion, when he managed to say something that really interested them. It was:

"I want to tell you something in confidence, and you must not tell anybody. We are going to do it! We are going to tear down these obstructions on your trade, and we mean business. You fear that if we put raw wool on the free list we shall next put the manufactured product on the list. I tell you we won't do it. The vote that puts your raw material on the free lists will stop the placing of the product on the list. Don't be alarmed about it; it is not going to be done. But with our raw material free and our product protected we can manufacture all we want for our home consumption, and we will supply the world too. When the Government lets loose the raw material it has got to have the duty on the product, and we don't intend to imperil the product."

Since then Mr. Mills has shown in detail exactly what his promise meant. The best practical statement of its effect upon the wool industry was given to the New York Press by Mr.

Edward H. Ammidon, of New York, a manufacturer of woolen goods, as follows:

"There is now represented in woolen goods on the shelves of the stores of the country and in the mills not less than \$250,000,000 of values, and there is another \$125,000,000 represented in the sheep industry. This bill represents a loss to holders of these products of not less than fifty per cent. I don't care about expressing an opinion about what the result of its passage would be, for I do not consider that possible, but the consequences cannot be covered by the word disastrous."

Rhode Island manufacturers fully agree with Mr. Ammidon, as do all of other States who have expressed their views. In fact, turn which way he may, Mr. Mills will get no more comfort from manufacturers of woolen goods than from the sheep farmers. Neither class desires disaster, and all believe that it would follow fast upon the passage of his law. Perhaps before the discussion of his bill is concluded Mr. Mills will open his eyes to a vision of "the divine law" that seems to have escaped his attention, and learn that the party as well as the individual that neglects to provide for its own household is reckoned "worse than an infidel."

Settle the Vexed Question.

There is a world of truth in the following sentences, which we find in a recent editorial of the New York Journal of Commerce:

"The indeterminate contest between protection and tariff reform is demoralizing the whole business of the country. No manufacturer, or merchant, or banker, knows where he stands as long as the controversy rages. It ought to be fought to a finish as soon as possible. If a majority of the citizens of the United States are extreme protectionists, regardless of the amount of revenue thus collected, we all want to know it and arrange affairs with a view to the retention of the present tariff. If the majority are tariff reformers, then the sooner we know that, too, the better. * * * Let the people once emphatically declare themselves one way or the other, and we have no doubt that their wishes either to maintain protection untouched or to cut down the tariff, would be respected as commands by the politicians at Washington."

While the paper from which the foregoing was quoted favors a "tariff for revenue only," yet it is not, like most journals of the same way of thinking, blind to the true interests of the country. On the contrary, it sees clearly that business is "badly embarrassed by the uncertainties of the situation," and it would rather have the protective system (in which it does not believe) permanently established, than to endure longer what it aptly terms "the existing painful suspense." This is the often repeated argument of the MANUFACTURERS' RECORD. The country cannot stand the strain of prolonged uncertainty. It demoralizes all business by compelling careful men to refrain from entering upon large enterprises involving heavy investment of capital and many months of preliminary work, before they can begin to realize profits. It compels manufacturers to purchase their raw materials as they need them, instead of in

large quantities when the market is favorable, and leads merchants to lay in small stocks that they can piece out later as occasion may require. An unsettled national policy in war, in commerce or in finance leaves open so many contingencies that all citizens are injuriously affected by it. We sincerely trust that this is the last time for a generation that the question of free trade will be seriously agitated. The American system must be maintained. Upon it depends the continued prosperity of the whole country, and it is vital to the progress and prosperity of the South. This vexed question must be settled once and for all. All other public questions are insignificant as compared to it.

Birmingham Steel.

The following letter from the patentee of the process by which steel was made last week in Birmingham will be read with genuine pleasure by every one in the South:

HENDERSON STEEL WORKS.

BIRMINGHAM, ALA., March 3, 1888.

Editor of Daily Herald:

DEAR SIR—The following analysis of steel by Mr. Alfred F. Brainerd confirms the favorable opinion formed of it by persons who saw it made at these works and tested it by working it. It demonstrates that steel suitable for all uses will be made from Birmingham pig iron, and that tool steel has been made by leaving in a part of the carbon originally in the pig iron, and assures the production of any grade of steel from Southern iron ores.

Analysis.	Per cent.
Combined carbon.....	0.752
Silicon.....	0.02933
Phosphorus.....	0.05134

Mr. Brainerd made a duplicate determination of the phosphorus.

When we consider this steel is high in carbon and was dephosphorized by the aid of Red Mountain fossil hematite, the results appear remarkable; with 0.10 per cent. of carbon it will not contain more than a bare trace of phosphorus.

The Bessemer steel made at Pittsburgh generally contains over 0.10 per cent. of phosphorus, or double what this does.

Yours truly, JAMES HENDERSON.

Birmingham steel has now stood the chemist's tests. It had previously been practically demonstrated that "steel suitable for all uses" had been made. Knife blades had been fashioned which took the keenest edge; cold chisels, saws, trowels, hammers, all had been made and gave perfect satisfaction in actual use. No doubting Thomas remains, unless it be the type of man who vowed, some years ago, that "he never would believe that iron could be made out of Birmingham red hematite ore with the coke of Alabama coal." A dozen furnaces in operation and a baker's dozen building have scarcely knocked incredulity out of him.

Steel has been made; it is the unimpeached and unimpeachable truth. Those who never hear a syllable of good news without a double doubt have questioned whether it can be made at so small cost that it can compete with the product of Eastern steel mills. A conclusive answer in the affirmative is furnished in the fact that it requires only three bushels of Alabama coal, not coke, to produce a ton of steel from a ton of pig iron worth \$10.

The work of last week marks a revolution. The steel trade must hereafter revolve around Birmingham. The mills and furnaces here will control the price of steel, as they now do that of pig iron. A future of illimitable population, power and prosperity is assured to Birmingham and the South.—Birmingham Herald.

Mississippi Notes.

Agricultural and Manufacturing Items.

[Special correspondence MANUFACTURERS' RECORD.]

ABERDEEN, MISS., March 2, 1887.

The Memphis Avalanche of February 23 chronicles the arrival in that city of 200 farmers from the Northwest who are seeking homes in Mississippi, and who left for that State by the Mississippi Valley road for the delta; by the Mississippi & Tennessee road for the center of the State, and by the Kansas City, Memphis & Birmingham road and the Memphis & Charleston road for North Mississippi, and to go via the Mobile & Ohio Railroad and its connections to the Mississippi prairie and the south coast.

Capt. R. G. Johnson, Yazoo county, made 64 bales of cotton off of 50 acres last season with two mules. Can any portion of the country beat that?

The Fruit and Vegetable Growers' Association, of Edwards, in Hinds county, is in a flourishing condition. It will plant at least 350 acres this season in "truck" for shipment to the North and West. They have a box factory in full blast that will be turning out shipping boxes by the thousand in time for service.

The undertakers in Vicksburg complain that they are starving to death for lack of business.

A horticultural society was formed in West Point last week, with A. Seavery as president, and will endeavor to open up a big shipping trade this season in early fruits and vegetables. Several large purchases of land in that vicinity were made by new comers during the week, and the town and county are full of prospecting Northwestern people.

The house of Marks, Rothenberg & Co., of Meridian, on February 25th, made a cash sale of \$45,000 worth of goods to the Turner Taylor combination, a club of Alabama and Mississippi country merchants, who have for several years bought jointly, and whose trade has been eagerly sought by the jobbers of Mobile, New Orleans, Cincinnati, Memphis, Louisville and other cities. This is one of the largest single day cash sales that has been made in the State since the war.

St. Paul's Catholic Church, of Vicksburg, will receive a fine chime of bells from H. McShane & Co., of Baltimore, this week.

The citizens of Prentiss county met in convention at Booneville last week and organized a horticultural society, with Hon. B. B. Boone as president. It was determined to start a canning factory, and subscription to the stock to a considerable amount was raised before the meeting adjourned.

Mr. W. E. Phillips, an extensive cotton planter of Yazoo county, is going largely into fruit culture, and is setting out 10 acres in apples, peaches and pears. He already has a bearing orchard of four acres.

The Greenville Electric Light Co. has contracted for the construction of an elegant new building. An 80-light plant has been contracted for and will be in operation in April. To provide for all emergencies an engine of 125 horse-power has been purchased.

The receipts of cotton at Greenville for the season up to February 24 amounted to 45,670 bales against 31,338 bales to corresponding date in 1887.

The colored free school of Vicksburg has an enrollment of 855, and an average attendance of 600.

The Greenville Ice & Coal Co. has ordered an ice machine with a capacity of 20 tons a day, and will have it in operation in about four weeks.

Greenville is enjoying a genuine boom, and reports more transactions in town

property during the month of February than any city in the State.

To give your readers an idea of the value of the land and timber in the Yazoo delta we quote as follows from an official communication from Capt. Lazar Fontaine, surveyor of delta lands, to Mr. Geo. C. Henning, Washington, D. C., president of the Yazoo Delta Lumber Co., of Mississippi:

"* * * I have been surveying and locating lands in the Yazoo delta of Mississippi for 20 years, and I know the general character of the soil, timber, etc."

"* * * The trees vary in size—the white oak is frequently found 5 or 6 feet in diameter and 50 to 60 feet to the first limb; ash and hickory 3 to 4 feet in diameter and from 30 to 40 feet to first limb; cypress 6 to 7 feet in diameter and 80 to 100 feet to the first limb. These lands are generally well drained by streams suited to logging. These hardwoods are the finest known and have a ready market when put into lumber. Mr. Gideon Montjoy, of Greenwood, and M. H. Leavenworth, of Greenville, are shipping lumber for Chicago, St. Louis, New York, Philadelphia, Wilmington and other points in the North and Northwest, and have orders ahead for six months for all the lumber they can saw."

After the timber is cut off the stumps will rot in 5 years, during which time the land will rent for \$3 per acre, and after the stumps are out it will bring from \$5 to \$8 per acre. The lands rent readily at above figures, as they will yield from 1 to 1½ bales of cotton per acre. The cotton raised in the Yazoo delta brings a higher price than any other cotton, as the fiber is longer and the staple finer.

This is the realm of King Cotton; the fertility of the soil is not equalled by the far-famed delta of the Nile, which for ages was the granary of the world. I make this statement of my own personal knowledge, as I have been in the Nile delta and found no land there equal to that of the Yazoo delta of Mississippi.

The Yazoo delta a few years ago was comparatively unknown, being the home of bears, panthers and a few settlers along the large streams, but in 1884 the Mississippi Valley Railroad opened it up to the world."

The Report on Forestry of the 10th United States Census says of the Yazoo delta: "This region is covered by splendid forests of hardwoods, and possesses a wealth of timber of the most valuable kinds and in surprising variety. It is astonishing to see the utter disregard of settlers for the forest wealth of the country, which in a short time cannot fail to be of great commercial value. * * * On the shores of Indian bayous may be seen clearings with hundreds of the finest black walnuts among the deadened trees, while many of the noblest specimens of this valuable timber tree are felled for fence rails and trifling purposes. It is generally believed, however, that not one acre in fifty over the whole region of hardwoods forest has yet been stripped of its tree covering. The banks of the streams in the Yazoo delta are elevated often to a height of ten to fifteen feet above the surface of the water, thus affording excellent natural drainage for the adjacent country, which is covered with a yellow-brown loam of unsurpassed fertility."

A charter incorporating the Mississippi & Gulf Railroad was granted by the legislature last month to Messrs. J. J. Knox, H. M. Porter, Wm. A. Gordon, Joseph T. Brown, John E. Beall, A. H. Longino, David E. Barrow, H. C. Howe, J. M. Phillips, Thos. R. Stockdale, G. A. Tennison, Newton N. Nutting, August Burdick, John B. Gordon, David Fergusson, H. D. Money, A. E. Randle and Albert McNulty, prominent citizens of Mississippi, New

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Georgia and the District of Colum-
bia to build a line from some point on the
Mississippi river in the vicinity of Natchez
to some point on the Gulf of Mexico as they
may select, with branches piercing the
great virgin pine forests of the south belt
of Mississippi in every direction. This is
the most liberal and valuable franchise
that has been granted by any Southern
State since the war, and its terms are such
as to assure investment and guarantee the
early building of another great highway
from the Mississippi river to the Gulf and
the development of one of the richest,
healthiest and most beautiful regions on
the Continent that is now, comparatively
speaking, a forest wilderness, roamed by
hundreds of cattle and sheep.

The recent rains have put all of the log-
ging streams in South Mississippi in fine
condition, and the receipts by the mills
are unusually heavy for this season of the
year.

The schooner Mabel was launched at
Baton Rouge last week from Frenzes ship-
yard, and the Millie Williams is on the
ways at the same yard.

The United States mail packet Louise,
from Amite river, is on the ways at Blanch-
ard's ship-yard, at Scranton, undergoing
repairs. This yard, we learn from the
Pascagoula Star Democrat, "has paid out
during the past short season over \$33,000
in wages to workmen who spend their
money here at home."

Natchez proposes to issue one hundred
thousand dollars worth of local improve-
ment bonds. Her capitalists are ready to
back them if the legislature authorizes the
loan.

The Aberdeen Examiner reports that
the steamer Hattie Belle, built and owned
in that city, has recently made several trips
to the head waters of the Tombigbee river,
bringing down heavy freights of "white
oak bolts" for the Aberdeen steam heading
and stave factory. This factory has 400-
000 white oak staves ready for shipment,
and is in constant and profitable opera-
tion.

An immense number of splendid stock
logs have been received by rafts from the
upper river at the extensive saw and plan-
ing mills of Mr. S. H. Berg, at Aberdeen.

No town in the State is more earnest in
the support of the River and Harbor Bill
than Aberdeen, for, notwithstanding its
three railroads, it fully realizes that with-
out the advantages as a freight leveler and
regulator that it derives from the Tombig-
bee river, its heading and stave factory,
the most extensive establishment of the
kind in the South, could not exist, and it is
doubtful if its steam brick factory, saw
mills and planing mills could be run with
profit.

The Kansas City, Fort Scott & Gulf
Railroad is filling the West with announce-
ments that it will, until June next, run
two excursion trains a month from all
points in Kansas and the West to South-
western points, and is selling round trip tickets
from Kansas City to Vicksburg at \$14.40.
All the other Western roads with Southern
connections are adopting the same policy.
Mississippi expects to be the gainer
this year by the inauguration of this
generous plan to the extent of many
hundreds of desirable immigrants.

Your correspondent asked Capt. J.
Poitevant, of the firm of Poitevant &
Parre, Pearllington, Miss., the lumber kings
of the Gulf States, how the proposal to
take duty off of lumber would affect his
business. "Not at all," was the reply,
"unless the government supplements such
action by putting on an export tax. Our
product goes chiefly to foreign lands, and
we are much more concerned in regard to
the tariff regulations of the continental
powers of Europe than with those of our
own country."

Free lumber is very apt to prove disas-
trous to the milling interests of central
Mississippi, whence the lumber goes chiefly
to Chicago and other cities on the Lake
west, where a repeal of the duty on forest
products would expose it to the sharp
competition of the British-American mills.

Preparation for War.

NEW YORK, N. Y., March 1, 1888.

Editor *Manufacturers' Record*:

There can be no doubt that a European
war would, as indicated in your last issue,
increase the demand for our raw products
greatly, and also for the produce of our
manufactories. But there is one demand
likely to arise from any general distur-
bance in Europe which I was sorry not to
see you dwell on. That is for ships. In
1884, after building a million and a quarter
tons of ship, ping in 1883, which was es-
timated to have sold for \$94,000,000, Eng-
land found the ship market glutted, so that
in 1886 she built but 482,000 tons, and
there are not ships enough now to supply
the demands of peace.

There are two profits to a country from
ship building, *s. e.*, the profit on building
the ship and the profit from sailing it.
The last profit to England is not often put
lower than \$150,000,000 a year on the
average. The report of the secretary of
the British Iron Trade Association in 1884
shows that it may be assumed that for
one seven-tenths tons of iron ship (gross
measurement) one ton of iron is required
and that 14 tons of ship are turned out for
each operative employed. Reasoning on
this basis it will be seen that a 5,000-ton
iron vessel would require about 3,000 tons
of iron and the labor of 357 men for a
year. Besides which there is the furnish-
ing of the ship with articles which in the
case of the staunch vessels built by John
Roach, were always of American manu-
facture.

It is asserted and doubtless believed by
some that ship building can not be profit-
ably followed in Southern waters, and the
fact that ship building has left the
Thames and gone to the Tyne is cited as a
proof of the assertion. This is not, how-
ever, a question of temperature, but a
question of raw material. Although the
raw material of ship building is as free at
London as at Glasgow, in the first in-
stance it has to be transported and in the
other not; so Glasgow builds the ships.
And it is the recognition of this and other
like facts by Englishmen of business that
leads to the attacks on our tariff on raw
materials.

There seems no place on our sea coast
where iron and coal should be furnished
more cheaply than at Mobile, and there
seems no good reason why it should not
grow into the principal ship-building port
of our country, unless some other place
possesses superior energy. N.

How One Town Avoids Strikes.

In Olean, N. Y., where an increase of 25
per cent. in population has been provided
for within the last three months by addi-
tions to its manufacturing industries,
through the organized efforts of a Board of
Trade, the capitalists have inaugurated a
novel movement which not only aids mate-
rially in the growth of the place, but gives
such advantages to the laboring men that
the chances for strikes and kindred trou-
bles are reduced to the minimum. Any
manufacturer locating in Olean is guaran-
teed homes for his employees built after
their own plans and supplied to them at
actual value, the tenants paying thereon
the rental price of from \$5 to \$8 per month.
Thus is left with the laborer the option of
owning his own home or of paying rent,
the terms in either instance being the same,
save in the matter of interest upon the un-
paid portion in case of purchase. This the
capitalist takes as his profit upon the trans-
action. In the one instance the man who
buys has his home paid for in a few years;
in the other the tenant pays in the same
time nearly as much and does not own a
shingle. In Olean the laboring classes are
not slow to see the advantage of buying;
the manufacturer sees the advantage of
steady and reliable labor thus afforded, and
the resident capitalist a sure prevention of
strikes and safe investment of his money.
The example of the moneyed men of Olean
is worthy the emulation of those in other
towns whose growth is retarded by the too
conservative policy of capital.—Age of Steel.

The Simonds Rolling Machine— A Mechanical Marvel.

The American Institute of Mining En-
gineers held its winter meeting at Boston
last week. Among the places of interest
visited by the members were the works of
the Simonds Rolling Machine Co., at Fitch-
burg, where they saw "the grandest me-
chanical invention of the age," the Simonds
rolling machine. It is thus described by
the Boston Herald of February 24:

"In appearance and action it is entirely
unlike any mechanical contrivance hereto-
fore known. It may be most briefly de-
scribed as a machine in which two flat sur-
faces, acting vertically or horizontally, and
moving in opposite directions, with adjust-
able dies fixed upon them, roll in one mo-
tion a piece of metal of regular or irregu-
lar shape, and in almost any pattern desired.

The work done by this machine is per-
fectly accurate and the operation is very
quick indeed. It is as if one took a red-
hot steel bar and inserted one end of it in
the machine, and by one stroke of the
mechanism obtained the desired form, say,
a perfect sphere, or a conical shot, or a
chair screw, or a bolt, with thread, head
and all complete, or a car axle, or a car-
riage axle, or tiny calks for lumbermen's
shoes, or spindles or taper pins. Indeed,
the variety of forms that can be produced
by the rolling machine is almost endless.
The importance of this invention lies, in
one direction, in the fact that, for a vast
number of articles consumed in immense
quantities in all manufactures, it super-
sedes the work of the lathe, the trip ham-
mer and other of the customary methods
of forging; that it wastes little or no ma-
terial; will accomplish many things hereto-
fore deemed impossible and is so quick
in its operation that its productive capacity
is far in advance of any other process
known in mechanics. It saves labor, ma-
terial and time, and reduces the cost of
production so that it must infallibly con-
trol the manufacture of any article pro-
duced by it.

An indication of the immense usefulness
of the Simonds rolling machine is afforded
in the manufacture of spindles for textile
works. Uniformity in yarn and thread
depends largely on the spinning, and the
spindle is the backbone of spinning ma-
chinery. The more accurately uniform
the quality of the yarn and thread, the
nicer will be the goods produced. Hun-
dreds of thousands of spindles are used in
the textile manufactures of the United
States every year, and the spindle-making
industry has become a large and remuner-
ative one. But it has hitherto been im-
possible to make a practical spring-tempered
steel spindle, although experiments in this
direction have been going on for many
years at the cost of thousands of dollars.
The best spindles now in use lose their
shape easily, and new ones have to be con-
tinually substituted. It has been said that
'the man who will make a spring-tempered
steel spindle will make his fortune and
confer a genuine blessing upon the textile
industry.' Well, Mr. Simonds is the man
who has accomplished the 'impossible.'
One machine, run by one man, will make
2,000 uniformly rolled spindles per day in
condition to be tempered to form, the tem-
pering and straightening being done by a
patented process developed by Mr. Simonds
in the manufacture of saws. Under the
old process 400 spindles, irregular in shape,
were considered to be a fair day's product
for one hammer. One or two Simonds
machines worked to their capacity the
year round will control the entire spindle
trade of this country.

One or two Simonds machines will
make all the chair screws and letter-press
screws demanded by the trade of the
United States, and a few of the machines
are capable of supplying the combined

armies and navies of the world with
spherical and conical shot.

All this may sound like a fairy tale, but
the members of the American Institute of
Mining Engineers and their friends were
convinced to-day that these statements are
merely those of simple fact. Among the
articles they saw in the process of manu-
facture were wagon axles, spindles, wrist
pins, monkey-wrench screws, two inch
steel balls, chair screws, taper pins, boot
calks, horseshoe calks, cap screws, scale
spindles, harness staples, 40 calibre pro-
jectiles, and small balls. Fourteen or fif-
teen rolling machines were in actual opera-
tion and it was a simple matter to calcu-
late the productive capacity of the ma-
chines by observing the work done upon
them.

Beyond all question the rolling machine
is the greatest invention for the saving of
labor and the guarantee of accurate and
superior product that has ever been
known. It will be readily understood that
whatever it makes is better than what is
made by any other process, for the simple
reason that, instead of cutting away the
material, and thereby weakening it, after
the fashion of other processes, it produces
its shapes by compression, thereby saving
all the metal and adding strength.

The inventor, Mr. George F. Simonds,
who is president of the company, and who
has been known for years as one of the
leading manufacturers in Fitchburg, and
one of the most inventive men in New
England, the home of inventors, declares
that the machine is now ready to be placed
upon a commercial basis, and indeed a
number of articles are being made on
orders which will keep several of the ma-
chines constantly employed.

Like most great things this extraordi-
nary invention had a humble beginning.
Early in 1884 Mr. Simonds met an
acquaintance on a Boston train, who un-
folded to him the details of a new plan for
making a peculiar kind of screw. Mr.
Simonds was not favorably impressed with
the plan, as it involved the cutting away
of too much metal, as he thought, and an
argument ensued, during which he found
himself rolling his pencil between the out-
stretched palms of his hands. Here was
the germ from which his invention devel-
oped. For why, he asked himself, might
he not roll hot metal between specially
prepared surfaces in this manner, and thus
obtain the desired result? When he arrived
at his destination he procured a couple of
small boards, upon which he grooved the
necessary forms, and then taking a piece of
putty, which he placed between these
wooden plates, he tried a few simple exper-
iments, and upon his return to Fitchburg
he constructed a substantial machine, with
which he made tests upon metal."

THE BALTIMORE MANUFACTURERS' RECORD
has entered upon its 13th volume, and is
larger, better and more prosperous than ever.
Its proprietors are enterprising men, and are
making it one of the leading trade journals
of the country.—Northwestern Miller, Minn-
neapolis, Minn.

THE MANUFACTURERS' RECORD is pub-
lished at Baltimore, Md., at \$3 per year, or
10 cents per single copy, and is one of the
most valuable class journals of the South.
It has done more to bring the trans-Missis-
sippi States to the notice of the monied
world, leading up to its present remarkable
boom, than all other agencies combined. In
the last issue there appeared seven or eight
full-page advertisements of different towns
and cities in Alabama and other States,
some of which are kept standing continu-
ously, showing their appreciation of a jour-
nal wholly devoted to the work of directing
capital and emigration to those sections—
Texas Real Estate and Immigration Journal,
Dallas, Texas.

Gleason's Heavy Engine Lathes.

The cuts accompanying this article show three new engine lathes, recently designed and built by Wm. Gleason, Rochester, N. Y.

They have been proportioned to take the most powerful cuts and to resist, without chattering, the heaviest strains, and are specially adapted for heavy railroad and machine work. The following is a detail de-

scription of each of the sizes illustrated on this page:

Swing over carriage, 16 inches. The ways are large, and the carriage bearings deep and long, giving broad wearing surface. The carriage is fitted either with a patent elevating tool post, by which the tool can be raised and lowered without loosening, or with a compound rest.

This lathe is furnished with compound rest, small and large face plates, center rest, follower rest, side-turning rest, and change gears to cut from one to 16 threads to the

inch. The lead screw is made of steel, is cut two threads to the inch and has an open and shut nut. When even threads are being cut the nut can be opened and the carriage run back on the rack without the use of the slow back motion on the screw, and have the tool commence accurately in the thread again.

The rack and all the small feed gears are steel, and cut from solid stock. The largest section of cone is 22 inches in di-

ameter, and each section is $4\frac{1}{4}$ inches wide.

The front bearing in the head-stock is 8 inches long and $4\frac{1}{4}$ inches in diameter.

The live spindle is made from dense high-grade steel, and runs in composition boxes of six to one, copper and tin.

Swing over carriage, 24 inches. The ways are large, and the carriage bearings deep and long, giving a broad wearing surface.

The lathe is furnished with small and large face plates, center rest, follower rest, side-turning rest and change gear, to cut

from 1 thread in two inches to 12 threads in one inch.

This lathe has 12-foot bed, 38-inch swing and turns 5 feet 10 inches. Weight, 10,000 pounds.

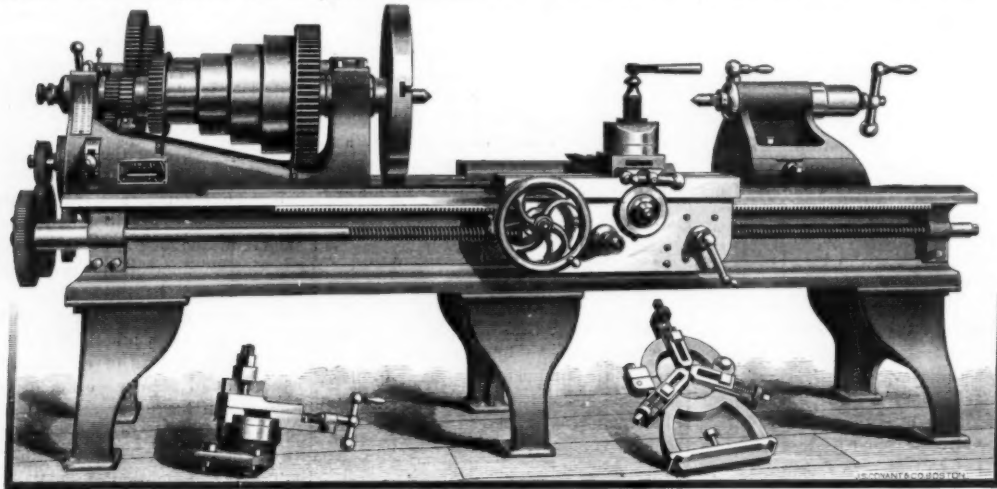
GLEASON 60-INCH SWING TRIPLE GEARED SCREW CUTTING ENGINE LATHE.

This is a new size Gleason lathe, made from entirely new pattern, and is very complete in all respects. The cone has five steps, and is on a side spindle separate from the main spindle, this side spindle being geared into the face plate, giving 15 changes of speed to the main spindle, and giving 64 turns of cone to one of the main spindle.

The large head spindle is made of tool steel; the front bearing is $7\frac{1}{2}$ inches in diameter, 12 inches long. The carriage has a bearing on the bed 62 inches long. Tail spindle is 6 inches diameter.

Swing over carriage, 42 inches. The tool block on the carriage has power cross and angular feeds. Width of bed, 48 inches; depth of bed, 22 inches. Weight of lathe on 16-foot bed 2600 pounds. Speed of countershaft 170 revolutions per minute. Tight and loose pulleys 24 inches diameter, 8 inches face, 16 foot bed, 60 inch swing, turns $7\frac{1}{2}$ feet between centers.

The first 38-inch lathe of this pattern was built for the Linn Iron Works, of Birmingham, Ala., and the first 60-inch lathe went to Ivens & Son Decatur, Ala. Since then numerous orders from all sections of the country have proved its value and effi-



24 INCH SWING, 10-FOOT BED ENGINE LATHE.

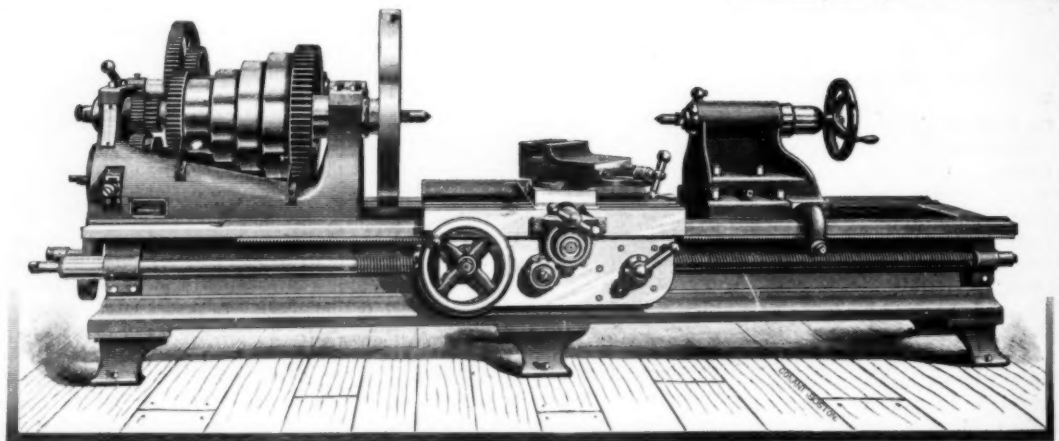
scription of each of the sizes illustrated on this page:

GLEASON 24 INCH SWING SCREW CUTTING ENGINE LATHE.

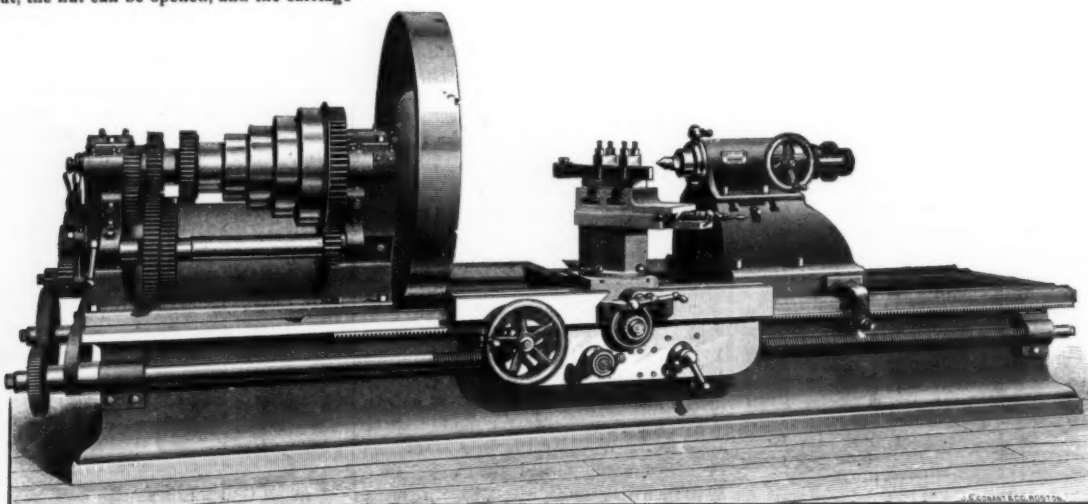
A double set of gears on the cone and back shaft gives 12 speeds to the spindle. This arrangement gives great power, for the cone makes 15 revolutions to one revolution of the spindle, when in the strongest gears. It also gives a very uniform drop from belt to gear speeds; therefore work of all diameters is done at good advantage.

The lathe has an independent friction and a power cross-feed, by means of a slot cut in the lead screw, and it is so arranged that the threads of the screw are in no way injured for screw cutting.

The lead screw is made of steel, is cut two threads to the inch, and has an open and shut nut. When even threads are being cut, the nut can be opened, and the carriage



38 INCH SWING, 14-FOOT BED ENGINE LATHE.



60-INCH SWING, 16-FOOT BED ENGINE LATHE.

run back on the rack, without the use of the slow back motion on the screw, and have the tool commence accurately in the thread again.

The rack and all the small feed gears are steel, and cut from solid stock. The largest section of cone is 15 inches in diameter, and each section is $3\frac{3}{4}$ inches wide. The front bearing in the head-stock is 6 inches long and $3\frac{1}{2}$ inches in diameter.

The live spindle is made from dense high grade steel, and runs in composition boxes of six to one, copper and tin.

inch. This lathe has 12-foot bed, 24-inch swing and turns 8 feet. Weight 6,000 pounds.

GLEASON 38-INCH SWING SCREW CUTTING ENGINE LATHE.

A double set of gears on the cone and back shaft gives 12 speeds to the spindle. This arrangement gives great power, for the cone makes 20 revolutions to one revolution of the spindle when in the strongest gears. It also gives a very uniform drop from belt to gear speeds, therefore work of all diameters is done at good advantage.

meter, and each section is $4\frac{1}{4}$ inches wide.

The front bearing in the head-stock is 8 inches long and $4\frac{1}{4}$ inches in diameter.

The live spindle is made from dense high-grade steel, and runs in composition boxes of six to one, copper and tin.

Swing over carriage, 24 inches. The ways are large, and the carriage bearings deep and long, giving a broad wearing surface.

The lathe is furnished with small and large face plates, center rest, follower rest, side-turning rest and change gear, to cut

ciency. Hill, Clarke & Co. are general selling agents. Boston address, 156 Oliver street; branch office, Bank of Commerce Building, St. Louis, Mo.

Manneer's XXX Post Drill.

The post drill shown on this page is made by the Manneer Drill Manufacturing Co., Rochester, N. Y. It is four feet high, weighs when ready for shipping, 100 pounds, and drills from one-eighth to one inch hole.



XXX POST DRILL.

The crank has two speeds. The bearing between the screw and spindle are lined with brass. The screw has a run of five inches and the machine throughout is finished in fine order. Any particulars desired will be furnished by the manufacturers.

Subscribe to the MANUFACTURERS' RECORD. Price \$3.00 a year, or six months for \$1.50.

New Form of Power Presses.

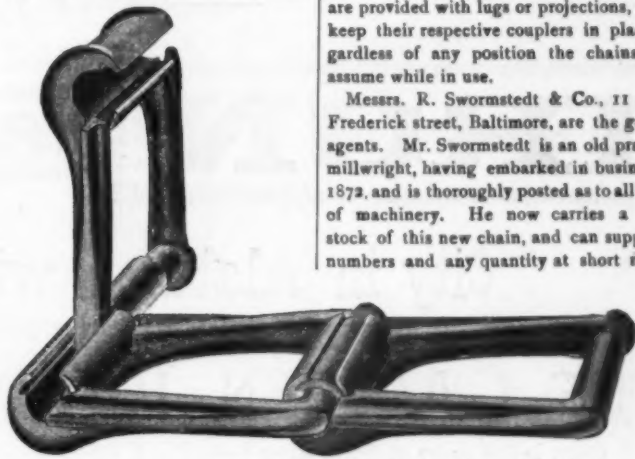
The accompanying illustration represents a power press with reversible bed, manufactured in five sizes by the Ferracute Machine Co., Bridgeton, N. J. The object of the designers in producing this press has been that of supplying the want for an efficient combination power press adapted to perform all the operations required in making pierced ware. These operations are cutting out bottoms and the various shaped blanks, forming the other portions, shaping and embossing, wiring or cutting, and seaming or boring. There are two sets of conditions under which a combination power press is desirable. The first of these is found in small shops where one man can do all the machine work required, but where there is not work enough done or capital

give different heights between it and the slide-bar. By these variations the press is adapted for both deep and shallow work without the expense of raised bolsters or other intermediate parts. Dovetail recesses for sliding bolster plates to work in are provided on both the lower and upper sides of the bed. The lower wiring dies bolt on to these sliding plates, thus permitting the removal of work after wiring. The large hole in the front of the press is for inserting the horns or lower seaming dies, while the upper seaming die or force is fastened to the sliding bar with a chuck. The machine is adapted for dies for closing down the seams of round, oval or square can bodies, for corrugating and paneling bodies, for punching

by one action of the lever. It consists of a lever or button connected with a sliding pin in the shaft. This pin engages with studs or jaws projecting from the fly-wheel, which runs loose on the shaft when out of action. There being three or more studs in the wheel, the operator never waits for more than one-third of a revolution before starting. The time thus saved, as compared with other devices, is of considerable importance in fast running presses. The wheel pins have square heads, and can be revolved as they wear, thus giving longer life to the clutch than is possessed by other

the hook or end bar does not impair the detachable features of this chain. Every link is strictly malleable, and every joint covered by the steel key, which excludes all dust and grit from the working parts, which makes it very durable. The steel coupling keys are cut and stamped uniformly from a refined grade of steel, the keys and the grooves in the hook to receive them being formed and shaped by special machinery. The parts are alike and conform to each other, and are so tightly and accurately fitted that seemingly no further appliance was necessary to hold them in place, yet the links are provided with lugs or projections, which keep their respective couplers in place, regardless of any position the chains may assume while in use.

Messrs. R. Swormstedt & Co., 11 South Frederick street, Baltimore, are the general agents. Mr. Swormstedt is an old practical millwright, having embarked in business in 1872, and is thoroughly posted as to all kinds of machinery. He now carries a large stock of this new chain, and can supply all numbers and any quantity at short notice.



STEEL KEY DRIVE CHAIN.

forms. When worn out these pins are readily replaced. The clutch is also provided with a safety pin to lock it, allowing the shaft to be revolved to any position and the dies adjusted while the fly wheel is in motion. This feature makes it possible to dispense with a countershaft. A set of die clamps, consisting of hook-headed steel bolts, sliding in long true holes is used, which descend upon and firmly hold the dies without need of removing the nuts. A reversible treadle lock, operated with the foot, by which the treadle can be fastened down for continuous running, is another feature to which the makers direct attention. The press is also provided with an adjustable stroke, by which the slide bar receives a short motion for heavy work and a long motion for bending, forming and other work requiring less power. This adjustable stroke is a special feature of the machine, and is only embodied when specially ordered. Strength and solidity are secured in this press by a judicious distribution of the material and by a thorough construction and careful workmanship.

A New Chain Belt.

It is admitted that a large loss of power is sustained by the slipping of leather and rubber belts, and it is a well-established fact that the friction so caused rapidly generates heat, which not only destroys the belts (hardening the face of the leather and rotting the fabric of the rubber) but is said to be one of the most frequent causes of fire in flour-mills, warehouses, breweries, &c. All these difficulties are, it is claimed, fully overcome by a new chain, which has just been put on the market by the name of the Steel Key Drive Chain. We illustrate herewith this chain, which is becoming so well and favorably known. Mechanically, it presents an improved steel coupling device for detachable link belting, the patentee of which has given his time for the past twelve years to chain belting, noting in a practical way defective points as use and wear have shown them, thereby perfecting in a measure this steel key drive chain. Briefly stated, chain links coupled by this system will remain connected until completely worn out or taken apart by hand. It will be observed that the grooves in the hook which holds the steel coupling key in place are arranged above the line of wear or strain upon the hook; hence, the wearing of

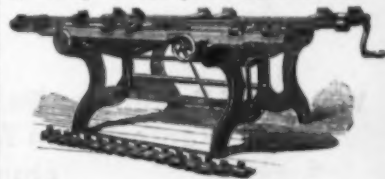
He is thoroughly versed in this important branch of mechanics, and as a mill furnisher has every facility at hand for the construction and equipment of grist, saw and fertilizer mills of any dimension; he also carries and handles a fully supply of pulleys, hangers and shafting of all descriptions for steam or water power, which will be furnished at less than manufacturers' prices. To all parties who contemplate building new or repairing old mills it would be well to ask any questions regarding same, which will be promptly and satisfactorily answered free of cost.

Patent Improved Single Motion Door and Blind Clamp.

The machine shown in this cut is built from entirely new patterns, and the manufacturers say: "It will clamp more doors and blinds in a given space of time, doing the work perfectly, giving pressure on each side of tenon of each rail, clamping ends as well as sides, and do better work than any other machine made," which is a pretty strong claim and shows their faith in it.

It is explained by the cut, operated simply by pressing down one lever with the foot and moving the end screw by hand.

The change from one size to another can be made, it is said, in less than one minute, by moving the back plate forward or back-



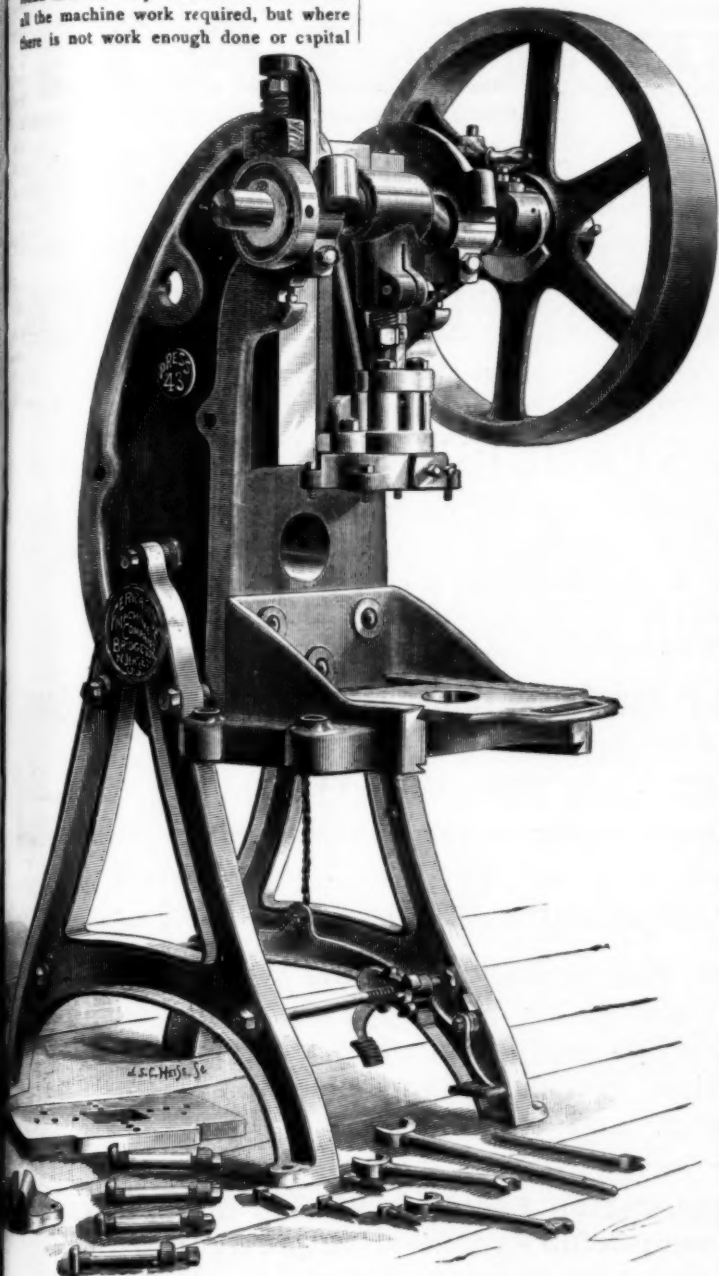
SINGLE MOTION DOOR AND BLIND CLAMP.

ward with handwheels fastened to screws that run through the width of machine.

It will clamp any size up to 4 feet 3 inches wide by 8 feet 6 inches long in one motion, or twice its length in two motions.

It is entirely made of wrought and cast iron. There are no ratchets to break and no pawls to get out of order. By the arrangement of levers the greatest pressure is applied when the joint is nearly closed or where the increased resistance must be overcome. At this point the cross rod passing through the four horizontal bars rises slightly above the center line, holding the clamp closed until the door is wedged. To release the door, raise the treadle slightly with the foot and it will spring open.

The manufacturers also make a sash attachment for this machine, which will clamp sash on four sides perfectly square in one motion. It can be taken off or put on in five minutes. For further information address Rowley & Hermance, Williamsport, Pa.



NEW POWER PRESS.

enough employed to keep more than one or two machines running. The second is found in large shops in which a number of presses are required for regular articles, while one or two presses can do all the odd and irregular jobs. The press here illustrated is recommended by the makers as meeting all the requirements of an efficient combination tool adapted to both sets of conditions. At the same time, it has a special horn and wiring attachment which adapts it to a much larger variety of work than any other press of corresponding weight and size. The striking feature of this press is the reversible bed. The bed, which has a large hole of convenient shape for cut blanks to drop through, can be bolted on to the machine at different heights, and is made reversible— that is, to be turned upside down so as to

holes in cylindrical work, and for many other purposes that need not be enumerated.

Besides the features above mentioned this press embodies a number of improvements which the manufacturers assert are not found in other similar machines. Among these we note the following: A very wide slide bar of dove-tailed section is set back of and extends above the shaft, thus giving unusual length of bearing and securing great firmness as well as accuracy in the working of the dies. The gib for the slide-bar is clamped fast to a flat face so that it cannot work loose, and is provided with back screws and nuts. A new and improved automatic clutch is attached to both treadle and hand lever, and is of a form at once simple and durable. It is so arranged that the shaft cannot make more than one revolution

GADSDEN, ALA.

"The Hub of the Mineral Belt."

— ONLY —

IRON AND COAL

City in Alabama with River Transportation.

THE GADSDEN LAND AND IMPROVEMENT CO.

Own large tract of Eligibly Located Residence Property in the Most Desirable Part of the City, and have fine location on river and railroad for

MANUFACTURING ESTABLISHMENTS,

And are offering great inducements to manufacturers to locate their plants in this FAVORED LOCALITY. No place in the South has such Wonderful Advantages. Situated in the midst of the RICHEST IRON SECTION in the State, at the foot of Lookout Mountain on the banks of a Navigable River (THE BEAUTIFUL COOSA), surrounded by Forests of the Finest Timber on the Continent, with Fine Building and Fire Clay, and the FINEST BUILDING STONE all around us, with

Uninterrupted Health, and the Purest and Best Water, and Finest Drainage of any City in the State,

Gadsden should become the

— GREATEST MANUFACTURING CENTER OF ALABAMA. —

The Alabama Great Southern, Rome & Decatur, Tennessee & Coosa, Anniston & Cincinnati Railroads, with the ever flowing Coosa, navigable the year round, gives us as *FINE TRANSPORTATION FACILITIES* as any other city enjoys.

We now have Railroad Car Works, Furnaces, Foundry and Machine Works, Saw Mills, Sash, Door and Blind Factory, Furniture Factory, Ice Factory, Paint Mills Grist and Flouring Mills, Cotton Ginnery, Fine System of Water Works, Electric Ligh.s, Telephone Communication over City, and also to neighboring cities, Atlanta and Rome, Ga.

WE WANT Rolling Mills, Bridge and Bolt Works, Cotton Factories, Woolen Mills, Furniture Factories, in fact all kinds of Factories, even Coffin Factories, (but we want to ship the Coffins to some of the other booming cities.

Liberal Grants of Land will be made by THE GADSDEN LAND & IMPROVEMENT Co., to any of the above-named industries.

FOR FURTHER PARTICULARS ADDRESS

M. L. FOSTER, Sec. & Treas.

THE GADSDEN LAND & IMPROVEMENT CO.

Post-Office Box 145.

GADSDEN, ALABAMA.

Tuskaloosa, Ala.

* ALABAMA'S NATURAL PITTSBURGH. *

A Railroad and River Town of 6,000 Inhabitants, in the Coal, Iron and Timber District.

DIPLOMAS FOR

The Best Furnace Coke and the Best Blacksmith Coal

WERE AWARDED THIS CITY OVER ALL AND MANY COMPETITORS AT THE GREAT PIEDMONT EXPOSITION.

HEALTHFUL LOCATION. SALUBRIOUS CLIMATE. SCHOOL FACILITIES UNEQUALED BY ANY OTHER TOWN IN THE SOUTH.

"EXAMINE THE MAP."

+ SITUATED ON +

Queen & Crescent

— TRUNK LINE, —

IN THE

Warrior Coal Field

AND ON THE

WARRIOR RIVER.

Only Navigable River touching the

Alabama Mineral Field.

Eight Months Navigation. Being Surveyed
now to be opened all the year round.

All Water Navigation to

❖ **MOBILE** ❖

AND THE

Entire Gulf and Atlantic Coasts.

THE

Tuskaloosa Northern Railroad

Is now under construction into the

MINERAL and TIMBER FIELDS.

— THE —

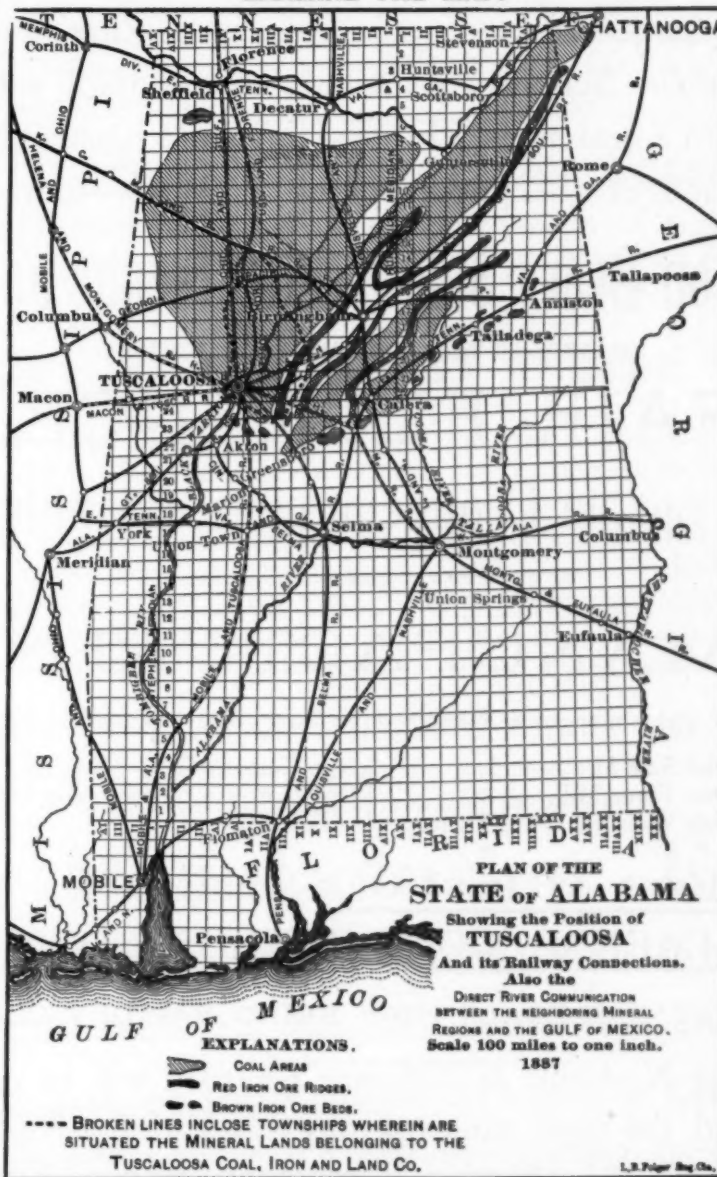
Macon & Tuskaloosa Railroad

Will soon be building into the

COTTON REGION OF MISSISSIPPI.

Fine Farming Region

Around and Below the City.



Superior Inducements

AND

+ ADVANTAGES +

TO ALL

Manufactories Consuming

WOOD, IRON, COTTON.

FINE COOKING COAL

In workable veins near city, fully tested.

◀ The Fire Clay ▶

Existing in inexhaustible quantities, has been practically tested and pronounced

The Best yet Discovered in the South.

The Tuskaloosa Belt Railway

NOW IN OPERATION.

❖ THE TUSKALOOSA WATER WORKS ❖

NOW BUILDING.

COTTON MILL

In Successful Operation.

ALSO

LARGE BRICK WORKS

COTTON-SEED OIL MILL, &c.

Manufacturers Seeking Locations in the South have here

THE GOLDEN OPPORTUNITY.

Many have availed themselves of it, but such is the wonderful richness of the resources of this section that there is

• ROOM FOR ALL •

THE Tuskaloosa Coal, Iron & Land Co.,

Owning 4,600 acres of city and suburban property, and 40,000 acres of mineral and timber lands, offers liberal inducements to manufacturers to locate at Tuskaloosa, Nature's City, and invites correspondence and the fullest investigation of its claims.

An illustrated descriptive pamphlet sent free upon application to

W. C. JEMISON, President Tuskaloosa Coal, Iron & Land Co., **TUSKALOOSA, ALA.**

FLORENCE, ALA.

County Seat of Lauderdale County.

At Head of Navigation on Tennessee River, and at Foot of Muscle Shoals Canal,
which will be open Jan. 1st, 1888.

SITUATED on a gently undulating Plateau, 200 feet above high-water mark, surrounded by three large creeks of pure free-stone water. It has a Court House, Two Colleges, Four Public Schools, Six Churches, beautiful wide streets, graded and graveled, and shaded with forest trees; Hotels, fine store houses, Masonic, Odd Fellows, K. of H. and L. of H. lodges. A population of 2,500—moral, social and hospitable.

— The Scenery on Every Side is Picturesque and Beautiful. —

SO MUCH SO THAT IT IS CALLED BY VISITORS

— FAIR FLORENCE. —

There is no Place on the Continent more Healthful and Salubrious.

— MANUFACTURES. —

Within the last six months numerous manufactures have been located here, among the number:

Five Large Blast Furnaces.
One Rolling Mill,
Three Planing Mills,

One Saw Mill,
One Flour Mill,
One Wooden-Ware Factory.

One Cotton Mill,
One Cotton Compress and Ice
Factory.

Two Brick Machines and
Three Hand-Brick Yards.

There are VAST BEDS OF IRON ORE within a few miles North and
IMMENSE COAL FIELDS SOUTH

ACCESSIBLE BY RAILROADS NOW BEING RAPIDLY CONSTRUCTED.

By the 1st of January the Nashville & Florence Railroad will be completed, making three lines of railroad, and the river, thus opening up VAST AREAS OF TIMBER, IRON ORE, COAL, Marble, Limestone, Kaolin, Fire-Clay, and almost every kind of mineral and product.

THE LANDS IN THE SURROUNDING COUNTRY ARE FERTILE AND PRODUCTIVE.

All kinds of Grain, Grasses and Fruits grow to perfection. Springs and Water Courses are numerous, and grazing for Cattle is abundant for eight months of the year.

Pamphlets and maps furnished on application to

Florence Land, Mining & Manufacturing Company.

SHEFFIELD

◆ COLBERT COUNTY, ALA. ◆

The Iron Manufacturing Center of the South.

BEING at the *head of navigation*, and on the *south bank* of the Tennessee river, Sheffield is the *natural outlet* for the mineral and manufacturing products of Alabama and neighboring States seeking a water route to points on the Ohio and Mississippi rivers, and to the Gulf of Mexico, as well as the best *distributing point* over Alabama, Eastern Mississippi and East Tennessee, South Carolina, Georgia and Florida for Northern and Western produce, groceries, provisions, machinery, &c. *Four railroads* certain, and several others assured. *Principal shops of Memphis & Charleston Railroad* will be erected here pursuant to written contract. These will employ between *four hundred and five hundred mechanics*, and consequently, with their families, will make an increase in population of at least two thousand people. Shops of three other railroads are contracted to be located here.

◆ Five Blast Furnaces Now Under Construction, ◆

Of which one is nearly finished, and the remaining four contracted to completion next spring, have estimated capacity of 700 tons pig iron per day. This is 40 per cent. more than now manufactured at Birmingham, Alabama. Experts do not hesitate to say that *iron can be manufactured more cheaply* at Sheffield than at Birmingham, and its *river transportation facilities* will enable Sheffield iron to reach the principal markets at a saving of from

\$2.00 TO \$2.50 PER TON.

A first-class semi-weekly newspaper, printed by steam, is regularly issued. Furniture Factory, Bottling Works, Bakery, 3 Steam Brick Works, 2 Hand Brick Works, 2 Steam Wood-Working Establishments, Water Works, 2 Banks, a Savings Bank, and Steam Job Printing Office already in successful operation, and Iron Pipe Works, 15-ton Ice Machine and five-story hotel, with all modern appliances, will be erected. The Cleveland Hotel, Park House and numerous boarding houses furnish accommodations to travelers. Postoffice, Telegraph Office and Express Office already established. Contracts have been made for the early erection of Electric Light Works, Paint Works, Agricultural Implement and Machine Works and Cotton Compress. Large Stove Works, Machine Shops, additional Iron Blast Furnaces, an extensive Charcoal and Chemical Plant, a large Rolling Mill and other manufacturing establishments under consideration, and will probably be built shortly.

Good Water. Free Public Schools and Churches. Health and Climate Unsurpassed.

Drainage excellent. Splendid opening for men of *push and energy*. No "Old Fogy" element here.

No better point for *profitable investment*.

◆ Sites for Manufacturing Enterprises, ◆

And for Free Public Schools and Churches

Donated by Sheffield Land, Iron & Coal Company.

Population January 1st, 1887, 700; now, (August 21st, 1887,) by actual count, 2,583. Increase of population, 300 per cent. in eight months, and only limited by accommodations.

Three years ago the site of Sheffield was cultivated as corn and cotton plantations, and was without a railroad. Numerous two and three-story brick business houses, and one and two-story dwellings have been, and are being erected. The class of buildings will compare favorably with those in cities of 20,000 inhabitants.

LIMESTONE of excellent quality for *fluxing iron* in unlimited quantities at the furnaces' sites. First-class building stone and brick clay abundant. Rich and extensive deposits of *brown hematite iron ore* within twenty miles, along the lines of two Sheffield railroads. The Sheffield & Birmingham Railroad runs through the heart of the *Warrior Coal Fields*, which abound in first-class *coking, steam, gas and grate coal*. Timber is abundant and cheap.

The *Memphis & Charleston Railroad* and the *Sheffield & Birmingham Railroad* are now in operation into Sheffield. The *Louisville & Nashville Railroad Co.* is now extending its *Nashville, Florence and Sheffield* division, which will be completed to Sheffield before the close of the year 1887. Surveys of three other railroads have been recently completed to Sheffield, which will soon be the *best combined river and railroad transportation center* in the South.

Every merchant and every established manufacturing enterprise is doing a profitable business. *More are needed.* For further information address

ALFRED H. MOSES, Vice-Prest. and Manager

Sheffield Land, Iron & Coal Co., - Sheffield, Ala.

"ANNISTON"

A Romance of the New South."

Hon. Wm. D. Kelley,

THE GREAT PENNSYLVANIA STATESMAN,

After many weeks of careful investigation of the resources and advantages of the iron section of Alabama, lately wrote an exceedingly interesting article entitled "Anniston: A Romance of the New South." In this article he gave an enthusiastic description of the growth of Anniston, widely known as "The Model City of the South," and of its wonderful development and marvellous mineral wealth. Judge Kelley declares that Anniston is an

"IDEAL INDUSTRIAL CENTER,"

And says that "it is in many respects the most remarkable center of the iron industry in the Southern States."

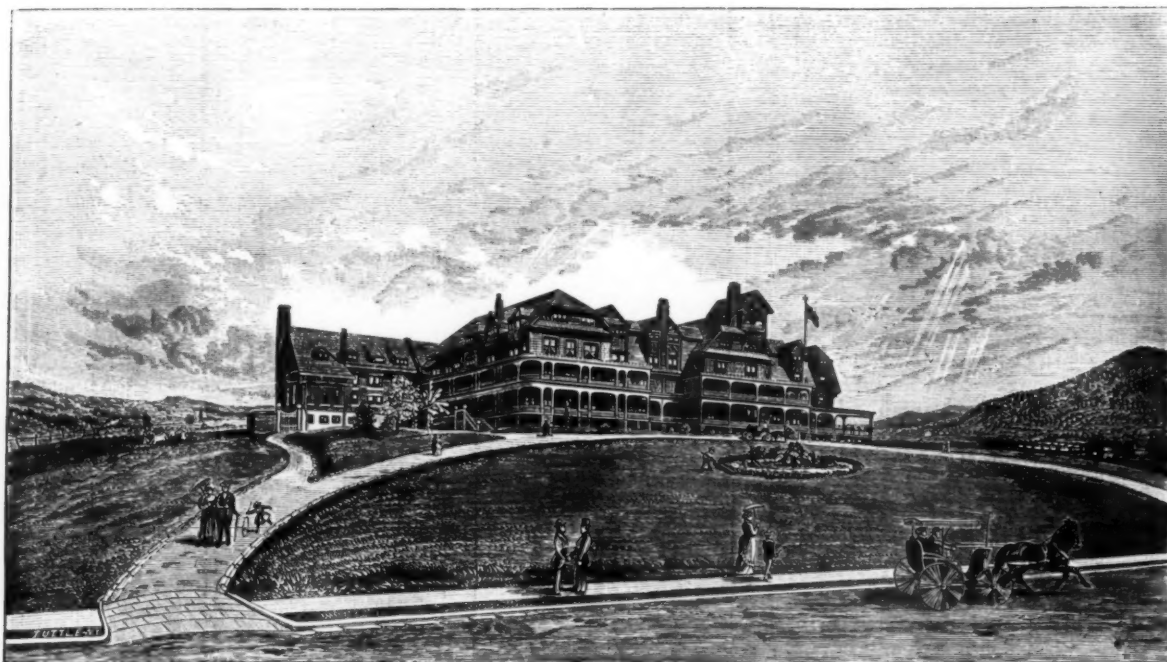
Anniston is beautifully located in the Alabama Mountains. It is surrounded by the *Most Marvellous Mineral Resources of the South, by Vast Forests of Virgin Timber and by a Magnificent Farming Country.* There are twelve Furnaces in the "Anniston

THE ENTERPRISES

Now under construction, and for the building and running of which every dollar has been raised, will require over 4,000 workmen in addition to those now here. The population, now 10,000, will be about 25,000 by the end of 1888. Great inducements offered to manufacturers to locate here.

OVER 100,000 ACRES

Of the Finest Iron Ore, Timber and Coal Lands in Alabama, including the great Cahaba Coal and Iron Property of 40,000 acres of the best Coking Coals in the South, are owned by Anniston capitalists, and are being developed in the interest of this town. These Lands, the New Furnaces, Pipe Works, Railroads to develop these properties, &c., HAVE ALL BEEN PAID FOR IN CASH, THERE BEING NO DEBTS OR BONDS TO ENCUMBER THESE GREAT ENTERPRISES. There are



THE ANNISTON INN.

Iron District," (two of them making the celebrated "Woodstock Iron," being within the city limits, and two more, to make Coke Iron, being under construction.) Anniston now has Three Banks, the Best Schools in the State, Fine Churches, Opera House, one of the Largest Cotton Mills in Alabama, Immense Car Wheel and Car Axle Works, Car Works, Rolling Mill, Machine Shops and Foundries, a large Steel Blooming, the only one in the South, a 90-inch Morse Cotton Compress, immense Fire Brick Works, costing \$100,000, Planing Mills, &c., and is now building two Coke Furnaces, to turn out 2,100 tons of iron a week; Iron Pipe Works, the largest in the world, to employ 900 hands and consume 200 tons of pig iron a day; a \$60,000 Agricultural Implement Factory; Electric Street Railroad; a \$30,000 Union Depot, &c.

THE UNITED STATES ROLLING STOCK COMPANY, OF NEW YORK, having a capital of \$4,000,000, are now building at Anniston

GIGANTIC CAR WORKS.

Including Rolling Mill, Foundry, Machine Shops, &c., to cost \$1,000,000, to employ 1,000 Skilled Mechanics, and to turn out 20 complete Cars a day, including freight, passenger, sleeping and parlor cars, everything, from making the wheels to the upholstering, to be done in these works. This is the most important industrial enterprise ever established in the South by Northern capital.

Manufacturers, Merchants and others desiring to locate in the best city in the South, where a solid and substantial growth is assured, are invited to correspond with the

SPLENDID OPENINGS HERE

for many industries, large and small, such as Cotton and Woolen Mills, Foundries and Machine Shops, Chain Works, Agricultural Implement Factories, Nail Mills, Wood-Working Establishments of all kinds, Brick and Tile Works, Flour and Corn Mill, &c., &c. Wholesale Dry Goods, Grocery and Hardware Houses are needed, and a large trade could be secured at once.

Contractors and Builders will find splendid opportunities for profitable investments in building dwellings, stores, &c. At least 2,000 new houses will be needed this year to accommodate the people to be brought here to operate the new enterprises under way, and others.

ANNISTON'S CLIMATE

Is Unsurpassed for Weak Lungs and Throats. It is dry and bracing, delightfully sunny and warm in winter, and cool, with never-failing breezes in summer. Its location in the mountains makes its summer climate a great attraction, and Northern people will find it cooler and more pleasant here than in their own homes. Here are found Pure Air, Good Water, a Salubrious Climate, Absolute Freedom from Malaria, Well-Paved Streets and the Finest Hotel in the State, costing \$200,000.

Anniston City Land Co.,

Anniston, Alabama.

CONSTRUCTION DEPARTMENT

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

ALABAMA.

Anniston—Cotton-tie Factory.—T. C. Reynolds, 141 College avenue, York, Pa., is working up a company to start a cotton-tie factory. The capital required will be about \$60,000.

Anniston—Building.—Maurice E. Jones, of Lincoln, Neb., will erect a building on Tenth street.

Anniston—Machine Shop.—A machine shop will be started by E. R. Jacob & Co., of Talladega.

Anniston—Church.—The Twelfth Street Baptist Church are having plans prepared for their new church. It will cost about \$15,000.

Anniston—Foundry.—Murray & Stevenson have ordered materials to enlarge their foundry.

Anniston—Warehouse.—The Anniston Compress Co will enlarge their cotton warehouse.

Anniston—Water Works.—Additional pumping machinery, with a daily capacity of about 1½ millions gallons, will be put in at the water works by the Anniston City Land Co.

Anniston—Ore Washer.—New ore washing machinery is being erected at the ore mines of the Woodstock Iron Co.

Anniston—Tannery.—A party from Maryland is reported as prospecting with a view to starting a tannery.

Anniston—Brick Works.—Aderhold Bros. contemplate starting brick works.

Anniston—Iron Foundry.—The United States Rolling Stock Co., of New York, have broken ground for their foundry previously reported to be built as part of their car and locomotive works plant.

Bessemer—Church.—G. M. Ferguson is preparing plans for the church to be built for the Presbyterians.

Bessemer—Planing Mill.—Mr. Sherren has purchased a site to erect a planing mill and start lumber yard.

Birmingham—Railroad.—The Birmingham Mineral Railroad have mortgaged their road for \$6,000,000, to build their extensions, &c.

Birmingham—Tool Works.—The Birmingham Tool & Implement Co., previously reported, have contracted to build works at Smithfield to cost \$25,000.

Birmingham—Iron Mining.—The Morris Mining Co. are not opening a mine, as stated last week.

Birmingham—College.—A stock company is being organized to build a college at East Lake. The East Lake Land Co. can give information.

Birmingham.—The Columbus & Western Railway Co. (office, Columbus Ga.) have prepared plans for their large machine works previously reported. The location of the shops will be definitely made, it is stated by M. S. Belknap, of Savannah, Ga., general manager of the Central Railroad, as soon as the road is in working order, so that materials can be hauled.

Birmingham—Cottages.—The Tennessee Coal, Iron & Railroad Co. will build a number of cottages.

Birmingham—Furnaces.—The Pioneer Mining & Manufacturing Co. write us that they have no intention of building the two iron furnaces at present lately mentioned.

Birmingham—Wells.—The American Well Works, of Aurora, Ind., have contracted to sink 4 artesian wells for the Birmingham Rolling Mills, and have commenced work on the second well. They intend to bore for gas after the wells are finished.

Birmingham—The Sewell Patent Smoke Consumer & Manufacturing Co., capital stock \$10,000, has been chartered by R. H. F. Sewell and others. Will manufacture smoke consumers, &c.

Birmingham—Nail Factory.—W. Haven, of Omaha, Neb., contemplates moving his Union Steel Nail Factory from Omaha to Birmingham.

Birmingham—School.—A large school building is to be built at North Birmingham. Prof. Seymour can give particulars.

Birmingham—The Pioneer Glass Co., previously reported as building glass works, contemplate a considerable enlargement.

Blocton—Railroad.—The Anniston & Atlantic Railroad Co. (office, Anniston) will widen the gauge of their road to the standard, and extend it to the Blocton coal fields. Nothing will be done just at present.

Carrollton—Shingle Mill.—A shingle mill has been started by Clark Richey.

Choctaw County—Timber Lands.—S. A. Emery, of Bay City, Mich., has purchased 20,000 acres of timber lands.

Clayton—Fertilizer Factory.—B. H. Jennings and others will organize a company to start the fertilizer factory reported last week. They want to purchase machinery. The capital stock will probably be \$50,000.

Coalburg—Coal Mines.—The output of the coal mines of the Sloss Iron & Steel Co., of Birmingham, will be greatly increased during the year.

Columbia—Cotton Factory.—A company is being worked up to build a cotton factory. F. F. Keober can give information.

Coosada Station—Saw Mill.—A saw mill is to be erected by W. H. Zeigler and others.

Cullman—Hotel.—The North Alabama Land & Improvement Co. will probably soon commence work on their hotel, previously reported.

Decatur—Iron Bridges.—The Decatur Iron Bridge & Construction Co. have received the contract to build 4 iron bridges on the Chattanooga, Rome & Carrollton Railroad, 10 cost about \$35,000.

Decatur—Gas Works.—The Chicago parties who were previously reported as to build fuel gas works will not do so, and J. R. Truesdale, of St. Louis, contemplates building such works.

Decatur—Building.—The Decatur Mineral & Land Co. have selected a site for their large office building, previously reported.

Decatur—Building.—J. R. Jones and J. T. Crass have let contract for a brick building to cost \$10,000.

Decatur.—The name of the company reported last week as being organized to build a railroad to Moulton Heights, by W. E. Forest and others, is the Decatur & Moulton Heights Street Railway Co. They are receiving bids for 71 tons of 16 lb. steel rails, 2½ tons spikes, splice bars, ties, grading, &c.

Decatur—Saw Mill.—A. S. Freeman will double the capacity of his saw mill.

Decatur—Plumbing Establishment.—The Decatur Plumbing & Steam Fitting Co. has been chartered to start the plumbing establishment lately mentioned.

Demopolis—Bucket Factory.—There is talk of starting a bucket factory.

Edwardsville—Gold Mines.—George Merrill has purchased the Pinetucky gold mines.

Evergreen—Cotton Factory.—Subscriptions are being raised towards organizing a \$100,000 stock company to build the cotton factory previously reported. B. H. Crumpton can give particulars.

Florence—Brewery.—Louis Seigman & Co. will build the brewery reported last week. Will invest \$10,000 and employ 30 hands. Will probably begin work this spring.

Florence—Stove Works.—Henry Thoele, previously reported as selecting a site to build stove works, has, with James Conner and others, chartered the Florence Stove Manufacturing Co. to build the works.

Gadsden—Electric Light Plant.—It is stated that William Sanford is organizing a company to erect an electric light plant.

Gadsden—Dummy Railroad.—J. J. Seay, of Rome, and others are negotiating for the franchise to build a dummy railroad to Atalla, previously reported.

Gadsden—Tannery.—It is stated that a Boston party is making arrangements to build a tannery. The Gadsden Land & Improvement Co. can give information when anything is done.

Gadsden—Houses.—It is reported that George Dickey has closed negotiations for building 200 houses, previously reported.

Gadsden—Burt D. Crane, J. H. Allison and others are organizing the Park Land Co., capital stock \$150,000.

Greensboro—Steam Laundry.—H. H. Evans will start a steam laundry, and wants to purchase machinery.

Greenville—Church.—The Baptists contemplate building a new church, or remodeling their present building.

Greenville—Brick Yard.—A brick-yard is reported to be started.

Guntersville—Iron Furnace.—There are prospects of an 80 ton iron furnace being built on the property of the Wyeth City Land & Improvement Co.

Guntersville—Railroad.—The Tennessee & Coosa Railroad is to be built to Guntersville as soon as contracts can be let. The company will, at a meeting on April 2, consider extending the road from Guntersville to Huntsville, and will probably decide to do so.

Henryellen—Railroad.—The Columbus & Western Railway Co. (office, Columbus, Ga.) will build a 7-mile branch railroad to the Henryellen coal mines.

Huntsville—Brick Yard.—D. E. Evans, of Gainesville, Ga., has purchased the saw and planing mill of Mayhew & Myers, and will add the brick-yard lately mentioned.

Huntsville—Iron Foundry.—It is reported that Barnes Bros., of Virginia, contemplate forming a company to build an iron foundry.

Huntsville—Dummy Railroad.—The North Alabama Improvement Co. will be interested in a company to be formed to build the dummy railroad to the Monte Sano Hotel, reported last week.

Irondale—Iron Mine.—The Sloss Iron & Steel Co., of Birmingham, have, it is said, purchased machinery to double the output of their iron ore mines.

Jasper—Machine Works.—It is stated that machine works for manufacturing pit and bank cars are to be erected. The Jasper Land & Improvement Co. can give particulars if true.

Jasper—Sash and Door Factory.—Willis & Curley, of Birmingham, are reported as to build the sash and door factory, previously reported.

Leeds—Coal Mines.—H. F. De Bardeleben, of Bessemer, will, it is stated, open coal mines near Leeds.

Montgomery—Spoke Factory.—A \$50,000 stock company has been organized to start a spoke factory at Riverside. Mr. Reynolds, of Calera, will be manager.

Montgomery—Building.—The Capital City Insurance Co. have purchased a site, 56x300 feet, to erect a fine office building.

Montgomery—Railroad.—The Montgomery & Birmingham Railroad Co. will be organized to build the railroad from Montgomery to Maplesville, lately mentioned as to be built by the East Tennessee, Virginia & Georgia Railroad Co. If constructed, a \$150,000 bridge will be built across the Alabama river.

Montgomery—Building.—Hobbie & Teague have let the contract for a three-story brick building, 50x120 feet, to Thorn & Gorrie, at \$16,000.

Montgomery—Building.—Davis Bros. have been awarded the contract to erect a three-story brick building, 32x305 feet, for Griel Bros. & Co., at \$18,000.

Montgomery—Building.—The Montgomery Real Estate Co. will shortly advertise for bids for erecting their large building previously reported. It is to be seven stories, 77½x80½ feet, and is estimated to cost \$100,000. Steam heat and elevators will be put in.

Oak Level—Pottery.—E. M. Pitchford is rebuilding his pottery, lately mentioned as burned.

Opelika—Machine Shop and Foundry.—John Bros. will erect a brick building for their machine shop and foundry, and will add some new machinery.

Opelika—Brick Yard.—C. J. Sudduth is starting a brick-yard.

Opelika—Wood-working Factory.—J. P. Barnett will erect wood-working machinery in the Dent warehouse.

Opelika—Railroad.—The East Alabama Railroad Co. will increase their capital stock to \$6,000,000, to extend their road to Anniston, as previously mentioned.

Oxford—Hotel.—It is reported that a \$25,000 company has been formed to build a hotel.

Oxford—Brick Works, &c.—A stock company is reported as being organized to manufacture brick, tiles, &c., as lately mentioned. G. W. Eichelberger can give information.

Riverside—Planing Mill.—The Riverside Lumber Co. will at once rebuild their planing mill and dry kiln, reported in this issue as burned.

Rock Run—Furnace.—It is rumored that the Bass Furnace Co. will remodel their iron furnace.

Selma—Depot.—The East Tennessee, Virginia & Georgia Railroad Co. are preparing plans for their new passenger depot previously reported, but will not begin work for some time yet.

Sheffield—Houses.—It is reported that the Sheffield Improvement Co. is being organized, with a capital stock of \$250,000, to build houses.

Talladega—Lath Mill.—Allison & Charles have added a lath mill to their lumber mill, 6 miles from Talladega.

Talladega—Saw Mill.—A saw mill has lately been started 7 miles from Talladega by John A. Carter.

Talladega—Gold Lands.—J. M. Sullivan is prospecting for gold on the lands of Messrs. Shorter, Booker and Fowler.

Talladega—Pottery Works.—Pottery Works are reported to be moved from Trenton, N. J., to Talladega, to develop the kaolin lands of R. A. Mosely, previously reported.

Talladega—Gold Mining.—Two companies are reported to be organized to develop gold mines.

Tuskaloosa—Dummy Railroad.—The Tuskaloosa Coal, Iron & Land Co. are considering extending their dummy railroad.

Tuskaloosa—Furniture Factory.—It is rumored that a furniture factory will probably be built. If anything is done the Tuskaloosa Coal, Iron & Land Co. can give information.

Tuskaloosa—Buildings.—Geo. A. Searcy will erect 5 brick store buildings.

Tuskaloosa—Cotton Mill.—The Tuskaloosa Manufacturing Co. contemplate adding 1,200 spindles to their cotton mill.

Warrior Station—Ice Factory.—Parties are making investigations with a view to starting an ice factory.

Wedowee—Gold Mine.—A stock company will be formed to develop a gold mine. Charles Morrison can give information.

Wilson—Lumber.—The Wilson Lumber Co. has been formed by I. J. McCoy and others.

ARKANSAS.

Beebe—Marl Mine.—Cyrus Heller, reported last week as to put in additional machinery at his marl mine, has organized a stock company, to be known as Heller & Barnes, to mine the marl and manufacture fertilizers. They want grinding machinery and estimates on hoisting machinery.

Bentonville—Water Works.—Kansas City (Mo.) parties have made a proposition to build water works.

Camden—Church.—The Methodists will build a church to cost about \$10,000.

Eureka Springs—Wood-working.—J. S. Rawlins will start a wood-working factory, and wants to purchase machinery.

Forrest City—Brick Works.—The Forrest City Brick Co., capital stock \$6,000, has been organized to start brick works, with George P. Taylor as president, and A. Becker, secretary.

Fort Smith—Railroad.—The entire line of the Fort Smith & Gordon Railroad has been located, and work will probably be commenced soon.

Fort Smith—Telephone Factory.—The Arkansas Telephone Co. will, it is said, probably start the manufacture of telephone instruments.

Harrison—Hotel.—A 20 room hotel is reported to be built.

Helena—Cotton Compress.—A \$35,000 stock company has been organized to erect a 90-inch Morse cotton compress by Messrs. Benton, Johnson and others.

Helena—Cotton Compress.—The Planters' Compress & Storage Co., capital stock \$50,000, has been organized with D. H. Crebs as president; J. W. Clopton, vice-president; William M. Neal, secretary, and Jacob Trieber, treasurer. Will operate the compress now owned by D. H. Crebs.

Hot Springs—Street Railroad.—E. W. Rector, H. M. Rector, Jr., George Miller and others have chartered the Happy Hollow Street Railroad Co., capital stock, \$50,000. They are privileged to use either steam, electric or cable power. Will soon commence work.

Hot Springs—Reduction Works.—Mayors & Grey will, it is stated, erect reduction works.

Hot Springs—Turnpike Road.—The Mountain Valley Co. will build a turnpike road.

Hot Springs—Water Works.—The Hot Springs Water Works Co. will enlarge their water works plant.

Jacksonport—Railroad.—W. J. Thompson and Rufus W. Martin, of Little Rock; E. G.

Thompson, of Augusta; J. P. Coffin, of Powhatan, and others have incorporated the White & Black River Railway Co., capital stock \$900,000, to build a railroad from Jacksonport to the Missouri State line, 75 miles. The right of way is being secured for the road.

Lewisville—Saw Mill.—C. T. Crowell and Lucius K. Stamps contemplate erecting a saw mill near Lewisville, and are prospecting for a site.

Lewisville—Saw Mill.—H. Haynes, of Hope, is prospecting for a site for a saw mill.

Mammoth Spring—The Mammoth Spring Improvement & Water Power Co. have increased their capital stock from \$100,000 to \$200,000, previously reported.

Monticello—Woolen Mill.—F. M. Baxter is working up the company to establish the woolen mill previously reported. The capital stock will be about \$12,000.

Morrilton.—The Morrilton Building Association has been organized with J. T. Hannaford as president.

Polk County—Mining.—The Silver Leaf Mining & Smelting Co. are erecting machinery at the Worthington mines, previously reported. They have all machinery but smelter.

Prescott—Saw and Planing Mill.—It is stated that T. M. Neal, reported last week as to erect a flour mill, expects to erect a saw and planing mill also.

Searcy—College.—The Methodists will build a large college.

Texarkana—Temple.—The Odd-Fellows have purchased a site to build a temple.

FLORIDA.

Chipley—Canning Factory.—A canning factory will probably be started.

Daytona—Bridge.—Mr. Von Ebenstein has been awarded the contract to build the bridge across the Halifax river at \$8,100.

Daytona—Railroad.—A railroad will be, it is stated, built from Beresford to Daytona.

De Funiak Springs—Church.—The Baptists contemplate building a church.

De Land—Courthouse.—\$20,000 have been raised to build a courthouse if De Land is made the county seat at the election to be held on March 29.

Gainesville—Hotel.—It is reported that C. B. Benedict, of Jacksonville, is preparing to build a three-story brick hotel.

Gainesville—Railroad.—Surveys are being made for a railroad from Gainesville to Newnan's Lake. M. F. Miller can give information.

Jacksonville—Gas Works.—The Jacksonville Gas Co. will probably add machinery to manufacture fuel gas by the Loomis process.

Jacksonville—Mill.—Harrison Reid has sold property to parties who will establish a large mill.

Key West—Factories.—Estaves & Co. have purchased the land near Key West, lately mentioned, and will, it is said, build factories.

Kissimmee—Church.—The Episcopalians will build a church. Bids will be received by Mr. Drought.

Madison—Cigar Factory.—There is talk of a cigar factory being started.

Ocala—Bank.—The Merchants' National Bank has prepared plans for a new building.

Orlando—Hotel.—It is rumored that H. V. Harkness, of the Standard Oil Co., contemplates building a large hotel.

Ormond.—The Ormond Building & Loan Association has been organized by William Watson and others.

St. Andrew's Bay.—Mr. West is prospecting with a view to starting artificial stone works.

Sumter County—Saw Mill.—Parties have purchased machinery to erect a mill for sawing cypress.

Tallahassee—Cotton Compress.—Coles, Simpkins & Co. will erect a cotton compress and have purchased machinery. They want machinery for an electric light plant.

Tampa—Sanitarium.—Dr. Crawford, of Boston, Mass.; Dr. Dupree, of Baton Rouge, La., and others will establish a large sanitarium near Tampa.

Tavares—Cigar Factory.—John T. Omweg will remove his cigar factory from Bloomfield to Tavares.

Titusville—Dry Dock.—A dry dock is reported to be built by Robert Smedley.

GEORGIA.

Adairsville—Warehouse.—There are prospects of a \$20,000 warehouse being built. E. B. Earle can give information if anything is done.

Americus—Gas Works.—The American Contract Co., of New York, previously reported as contracting to build gas works, have organized the Americus Gas Light Co., with a capital stock of \$40,000.

Athens—Grading.—Hampton & Bradeen have the contract to grade the Macon & Covington Railroad from near the Georgia Factory to Athens.

Atlanta—Soap Factory.—The Bell's Pure Soap Co., lately reported as organized, have started a factory and contemplate building a large factory.

Atlanta—Excelsior Factory.—Charles Cohen will enlarge his excelsior factory and put in new engine and boiler.

Atlanta—Cold Storage.—H. I. Kimball, W. A. Hemphill, W. B. Lowe and others have chartered the Atlanta Automatic Refrigerating Co., capital stock \$100,000, to establish cold storage warehouse reported last week. They have leased a warehouse and will soon put in machinery.

Atlanta—Chapel.—The Central Presbyterian Church will build a chapel.

Atlanta—Cold Storage.—H. I. Kimball, of New York; Henry W. Grady, E. P. Howell, Rufus B. Bullock, Jacob Haas and George W. Adair, of Atlanta, and others have incorporated the Refrigerating Construction Co., capital stock \$100,000, to establish cold storage warehouses at different points in the South, &c.

Atlanta—Sewerage System.—The city council have appropriated \$2,600 to be expended in an examination of the present sewerage system with a view to its improvement.

Atlanta—Machine Shop.—Pettit & Dehaven, of Macon, have been awarded the contract to erect the machine shop for the School of Technology at \$18,075.

Atlanta—Match Factory.—The Logan Broom Co. have added machinery for manufacturing matches.

Augusta—Armory.—The Masons have had plans prepared for an armory to cost \$15,000. F. H. Miller can give particulars.

Augusta—Cracker and Candy Factory.—A cracker and candy factory will be, it is stated, started by Henry Clausen, of Charleston, S. C.

Augusta—Railroad.—J. T. Truitt, of La Grange, and J. W. Sullivan and W. E. H. Searcy have, it is said, formed the Atlantic & Northwestern Railroad Co., capital stock \$2,400,000, to build a railroad from Augusta to Griffin, about 160 miles.

Canton—Church.—The Presbyterians contemplate building a church.

Cartersville—Houses.—It is rumored that George W. Barber, of Milwaukee, Wis., will build a large number of houses.

Cartersville—Iron Mining.—R. S. Cook, of New York, and associates have leased the Satterfield iron ore mines and will soon begin mining.

Cartersville—Fire Brick Works.—Charles Adams, Charles M. Jones and Alfred Longman have chartered the Georgia Fire Brick & Kaolin Co., capital stock \$10,000, to mine kaolin, manufacture fire brick, chinaware, &c.

Chipley—Oil Mill and Guano Factory.—A company will probably be formed to build a cotton-seed oil mill and a guano factory.

Clark's Mill—Saw Mill.—A saw mill will be built near Clark's Mill by S. Dasher.

Columbus—Oil Mill.—The Columbus Fertilizer Co. are thinking of building a cotton-seed oil mill later in the year.

Columbus—Candy Factory.—E. Heller has started the manufacture of candies.

Cordele—Hotel.—M. G. Hall & Co. talk of building a hotel.

Dahlonega.—The Dahlonega Real Estate & Building Co. has been organized with Joseph M. Gurley as president.

Dahlonega—Corn Mill.—A. G. Wimpy has added a corn mill to his flouring mill.

Dalton—Water Works.—The water works committee will probably soon arrange for the building of the water works previously reported.

Douglas—Courthouse.—Proposals for building a courthouse will be received until April 2 by Elizabeth Paulk.

Fannin County—Gold Mine.—Watts, Sherwood & Ware have leased a gold mine.

Floyd County—Iron Mining.—Iron ore mines on the land of John C. Reese and Mrs. Pierce are being developed.

Forestville—Planing Mill.—John C. Printup can give information in regard to the planing mill reported last week.

Fort Valley—Creamery.—A creamery is being agitated. J. B. Sharp can give information if anything is done.

Fort Valley—Railroad.—August Shaw, of Atlanta, has contracted to lay the rails on 50 miles of the Atlanta & Florida Railroad from the Georgia Midland Railroad to Fort Valley. He has commenced work.

Gainesville—Assay Office.—A bill has been introduced in the House of Representatives at Washington, D. C., to appropriate \$25,000 to establish an assay office at Gainesville.

Gainesville—Furniture Factory.—It is reported that a company is being formed to start the furniture factory previously reported. J. R. Banks can probably give information.

Gainesville—Furniture Factory.—G. P. Boone & Bro. will build a factory to manufacture cheap furniture.

Griffin—Granite Quarry.—Andrew Taylor, of Lithonia, has leased granite lands and will open quarries at once.

Griffin—Cotton Factory.—The Griffin Manufacturing Co. are building an addition to their factory to add 16 looms.

Lawrenceville—Cotton Mill.—A cotton mill is being agitated.

Macon—Church.—The Mulberry Street M. E. Church contemplate building a new church.

Macon—School.—Wilder & Sons have contracted to erect the school building previously reported, and are preparing to commence work.

Macon—Car Works.—A party offers to furnish \$25,000 towards building car works if a similar sum is raised by Macon parties.

Macon—Dummy Railroad.—The Central City Street Railroad Co. will soon begin work on their dummy railroad, lately mentioned.

Macon—Gas Works.—The Macon Gas Light & Water Co. have about contracted for the erection of machinery to manufacture water gas. The capacity of their works will be about doubled.

Montezuma—Cider and Vinegar Factory.—The Marshallville Cider & Vinegar Co. contemplate, it is said, moving their factory from Marshallville to Montezuma.

Oglethorpe County—Oil Mill.—J. Frank Edwards will erect a cotton-seed oil mill on his farm and is investigating as to machinery.

Rome—Railroad.—The Rome & North-East Railroad Co. will shortly organize and have surveys made for the their proposed road to Gainesville, about 90 miles. John C. Printup is interested and can give information.

Rome—Stove and Hollow Ware Works.—Bowie, George & Terhune will soon make extensive improvements to their stove and hollow ware works. They will build new machine shop, 50x80 feet, enlarge warehouse, put in 10-ton cupola, &c. Want to purchase the cupola.

Rome—Scale Works.—The Standard Scale Co. has been formed to operate the Standard Scale Works, reported last week as to be moved from Chattanooga, Tenn., to Rome.

Sandersville—Cotton Mill.—A cotton mill is being agitated. O. R. Pringle can give information if anything is done.

Savannah.—The Jasperville Loan & Improvement Co., capital stock \$50,000, is being organized. S. L. Lazoron is interested.

Savannah—Depot.—The Savannah, Florida & Western Railroad Co. intend to build a new passenger depot. The contract for a train shed about 400 feet long will be let in a few days.

Smithville—Well.—Mr. Cline contemplates sinking an artesian well.

Tallahassee—Brick Works.—Geo. Mourer, of Sheffield, Ala., is reported as contemplating starting brick works.

KENTUCKY.

Brandenburg—Gas Wells.—A large number of gas wells are reported as to be sunk. O. M. Coleman can give information.

Carrollton—Flour Mill.—A. W. Darling expects to build a flour mill with a daily capacity of about fifty barrels.

Clear Fork—Coal Mine.—G. M. D. Percival is opening a coal mine.

Covington—Mining and Milling.—The Belmont Mining & Milling Co., capital stock \$20,000, has been incorporated by A. J. Markley, H. P. Thompson and A. G. Rogers.

Frankfort.—Bills have been introduced in the Legislature to incorporate the Richmond Water Works Co.; the Paducah, Maxon's Mill & Ogden's Landing Turnpike Road Co.; the Dayville, Elktion & Fairview Turnpike Road Co.; the Nicholasville Street Railroad Co., capital stock \$15,000, with W. T. Jones and others as corporators; the Crutchie Ford, Tunnell Mill & Rockbridge Church Turnpike Road Co.; the Menlos & Silver Creek Station Turnpike Road Co.; the Richmond Street Railway Co.; the Louisville Natural Gas Supply Co.; the Elktion Pass & Manufacturing Co.; the Buffalo & Hodgenville Railway Co.; the Caneyville Coal & Mining Co.; the Pleasureville, O'land & Sweet Home Turnpike Road Co.; the Vanceburg Building & Deposit Association; the Dayton Water & Gas Supply Co.; the Florence & Erlanger Street Railway Co.; the Nicholasville Building Association, with P. M. Arnett and others as corporators; the Nicholasville Colored Building & Savings Association; the Kentucky Development & Contract Co., capital stock \$500,000, with J. J. Montgomery and others as corporators; the Kettle Creek Turnpike Co.; the Richmond Hotel & Building Co., and the Hazlegreen, Frenchburg & Rothwell Turnpike Road Co.

Frankfort.—The bills previously reported as introduced in the legislature to incorporate the Richmond Hotel Co.; the Windham & Hickman Turnpike Road Co.; the Beena Vista & Polly's Bend Turnpike Road Co.; the Globe Hemp Co.; the Paducah Belt Railway & Levee Co.; the Millersburg & Redmon Turnpike Road Co.; the Locust Creek Turnpike Road Co.; the Paducah Union Depot Co.; the Bowling Green Real Estate, Contract & Improvement Co.; the Paducah Water Co.; the Mt. Sterling Street Railroad Co.; the Rugby Railway Co.; the Twelve Mile & Alexandria Turnpike Road Co.; the Central City Water Co.; the Twelve Mile & Persimmon Grove Turnpike Road Co.; the Louisville, Hardinsburg & Western Railway Co.; the Louisville Public Warehouse Co.; the Paducah & Illinois Bridge

Co.; the Bowling Green Land & Improvement Co.; the C. C., E. F. & Concord Turnpike Road Co.; the Harrodsburg Water Co.; the Barbourville & Cumberland River Bridge Co.; the Paris Water Co.; the Paducah, Cairo & Southwestern Railroad Co., and the Paducah & Jackson Railroad Co. have become laws.

Lawrenceville—Jail.—Bids for erecting a jail will be received until March 21 by J. D. Spence.

Lexington—Printing.—The Intelligence Printing & Publishing Co. is being organized.

Lexington.—The Lexington Improvement Co., capital stock \$200,000, has been incorporated.

Lilly—Coal Mining, &c.—J. R. Crook & Co., lately reported as building a railroad, own 1,600 acres of coal lands, and are opening mines. They will organize as a stock company.

Louisville—Bridge.—The Louisville Southern Railroad Co. are having plans prepared for their bridge to be built across the Kentucky river, previously reported. It will be about 1,300 feet long.

Louisville.—Walter R. Eaton and others have chartered the American Investment Co.; authorized capital stock, \$1,000,000.

Louisville—Ice Factory.—Locke & Jacquelin have purchased property at Fifteenth and Rowan streets with a view to starting an ice factory at some future time.

Louisville—Machine Shops.—The Louisville, St. Louis & Texas Railway Co. will build machine shops, but have not decided as to location.

Louisville—Exposition Building.—The erection of a large exposition building is being considered. The secretary Commercial Club can give information if anything is done.

Louisville—Sash and Door Factory.—J. G. McElwee, of Big Rapids, Mich., previously reported as to move their sash and door factory to Louisville, will commence work on buildings about April 1.

Louisville—Warehouse.—The Farmers' Warehouse Co. will build a five-story warehouse on Main street, 135x190 feet. It is to be completed within a hundred days. McDonald Bros. are the architects.

Louisville—Pants Factory.—Tapp, Leathers & Co. will soon begin work on their large building on West Main street, previously reported. It will be used as a jeans pants factory.

Louisville—Railroad.—The Louisville & Nashville Railroad Co. are preparing plans for straightening and improving their road between Louisville and Lexington. They will not double-track the road at present.

Louisville—Natural Gas.—The Commercial Club are considering the feasibility of having natural gas piped from Brandenburg to Louisville, 28 miles. A stock company will be formed if it is considered advisable.

Louisville—Yarn Mill.—A company with \$60,000 capital stock has been formed to build a yarn mill. The mill will be built in Indiana.

Louisville.—Snead & Co. have been awarded the contract for the iron work of a large auditorium at Chicago, Ill., at about \$275,000.

Louisville—Building.—J. C. Baumberger will erect a large building corner Sixth and Jefferson streets.

Louisville—Woolen Mill.—It is reported that Louis Schwegel contemplates moving his woolen mills from Seymour, Ind., to Louisville.

Louisville—Ink Works.—L. H. Thomas, of Chicago, Ill., is corresponding with the Commercial Club in regard to moving his works to Louisville.

Louisville—Electric Light Works.—The Jenny Electric Light Co., of Fort Wayne, Ind., contemplate moving their plant to Louisville.

Louisville—Car Trimming Factory.—The Commercial Club are negotiating with the New Haven Car Trimming Co., of New Haven, Conn., with a view to securing the establishment of a branch factory.

Louisville—Wind Mill Factory.—A wind mill factory is reported to be started.

Louisville—Printing, &c.—The Comstock-Branham Printing Co., capital stock \$10,000, has been incorporated by O. E. Comstock, Sr., T. A. Branham and P. P. Branham.

Louisville—Cotton Factory.—The building of a large cotton mill is again being agitated. The secretary Chamber of Commerce can give information when anything definite is done.

Louisville—Jail.—Bids for building a jail will be received until April 2 by James F. Brown.

Louisville—Nail Factory.—L. D. Heller, manager Columbus (Ohio) Steel Wire, Nail & Tack Co., is trying to organize a \$100,000 nail mill company.

Ludlow—Repair Machine Shops.—The Mann Boudoir Car Co., of New York, previously reported as contemplating building machine shops in the South, have leased five acres of ground to erect repair machine and paint shops.

Ludlow—Machine Shops.—It is stated that the Cincinnati Southern Railroad Co. (office, Cincinnati, O.) have definitely decided to rebuild their machine shops, burned last December, at Ludlow.

Mayfield.—Proposals for building the courthouse, previously reported, will be received until March 20 by McDonald Bros., Louisville.

Nashville—Smoke Stack.—Fulcher & Dyas have contracted to build the smoke-stack at the water works at \$3,395. The foundation will be built by Hicks, Holmes & Co.

Nicholasville—Street Railroad.—W. T. Jones and others contemplate building a street railroad. A bill has been introduced in the Legislature at Frankfort to charter the Nicholasville Street Railroad Co.

Owenton—Tobacco Factory.—Berry Bros., of Lynchburg, Va., will negotiate to establish a tobacco factory.

Paducah—Iron Furnace.—The object of the Paducah Iron Co., lately reported as organized, with Thomas L. Howard, of St. Louis, Mo., as president, is to remove the furnace of the Nova Scotia Iron Co. from near Salem, Mo., to Paducah and enlarge the capacity to 90 or 100 tons. Will probably soon commence work.

Paris—Water Works.—The mayor will receive propositions for building the water works previously reported.

Pineville—Timber and Coal Lands.—Berry Howard, of Harlan, and John R. Howard have recently purchased timber and coal lands.

Pineville—Street Railroad.—A street railroad is to be built.

Pineville—Water Works.—A company will be, it is said, organized to build water works. If true, the Pineville Coal, Iron & Land Co. can probably give information.

Pineville—Gas Works.—It is reported that a company is being organized to build gas works. The Pineville Coal, Iron & Land Co. can probably give information.

Richmond—Gas Works.—Frank Adair and George Evans have purchased the Richmond Gas Works, and will put in new machinery.

Richmond—Hotel.—John Bennett, L. H. Blanton and others have formed the Richmond Hotel Co. to build a \$40,000 hotel. They have purchased a site and will receive bids. Plans have been prepared.

Shelbyville.—A land and improvement company will probably be formed. L. A. Weakley can probably give information if anything is done.

Walton—Broom Factory.—A broom factory has lately been started by John and Edward Arnold.

Winchester—College.—Proposals for erecting a building for the Kentucky Wesleyan College, previously reported, will be received until March 15 by B. F. Curtis.

Woodbine—Coal Mining.—The North Jellico Coal Co., capital stock \$250,000, has been formed by Messrs. Bryne and Speed and W. E. Grinstead, of Louisville; A. Gatliff and G. A. Denham, of Williamsburg, and D. T. Chesnut, of Woodbine. They own 1,600 acres of coal lands.

Woodbine—Saw Mill.—A saw mill will be built four miles from Woodbine by E. V. McKeenan.

LOUISIANA.

Abbeville—Courthouse.—A courthouse to cost \$22,500 is to be built, and bids will be received until about May 1st. W. W. Edwards can give particulars.

Alexandria—Timber Lands.—Eddy Bros., of Bay City, Mich., previously reported as inspecting timber lands, have purchased 35,000 acres.

Baton Rouge—Building.—Plans have been prepared for a three-story building to be erected by De Soto Lodge, I. O. O. F. The cost will be about \$7,500.

Louisiana—Timber Lands.—Hackley & Hume, Muskegon, Mich., have purchased 40,000 acres of timber lands.

Louisiana—Timber Lands.—A. C. Brown, of Marinette, Wis., has purchased 25,000 acres of timber lands.

New Orleans—Building.—A large seven-story building is to be built corner Camp and Canal streets by John A. Morris.

New Orleans.—Fred Buisson will erect machinery at 11 south Front street for re-boiling molasses.

New Orleans—Electric Light Plant.—The Louisville Electric Light & Power Co. are building an addition 85x140 feet, and will put in an incandescent plant.

New Orleans—Dock.—A new dock will probably be built at a cost of \$100,000 or over. Octave Vallette can give information if anything is done.

Shreveport—Hotel.—There is talk of building a fine hotel to replace the Tilly Hotel, lately burned.

Shreveport—Timber Lands.—Col. Brannard, of St. Albans, Vt., is prospecting for timber lands.

Shreveport—Land.—The Vicksburg, Shreveport & Pacific Railroad Co. have sold 20,000 acres of land to C. R. Moore, of New York.

Vidalia—Church.—The Catholics are preparing to build a church.

Washington—Bridge.—The contract to build the iron bridge across the Bayou Courtableau, previously mentioned, has been let to the King Iron Bridge Co., of Cleveland, Ohio, at \$5,600.

MARYLAND.

Baltimore—Paving.—\$9,000 have been appropriated to repave Cross Street Market with granolithic blocks. The mayor can give information.

Baltimore—Church.—The Methodist Protestants have broken ground for a church corner of Remington avenue and William street.

Baltimore—The Mount Royal Land & Loan Co., capital stock \$40,000, has been incorporated by Thomas E. Bond, Noble H. Creager, Colin Stewart and others.

Baltimore—Fire Apparatus.—\$11,500 has been appropriated to purchase apparatus for the new truck house (No. 6). The fire commissioners can give particulars.

Baltimore—Underground Pipes.—The Monumental Underground Telegraph Pipe Co. have asked for permit to lay pipes for holding telephone, telegraph, electric light, and other wires.

Baltimore—Electric Motors.—A bill has been introduced in the legislature at Annapolis to allow the Powhatan Railway Co. to use electric motors.

Baltimore—Coffee Roasting Factory.—Edward A. Jackson and others have purchased the coffee roasting factory and establishment of J. C. Barkley & Co., and have organized as the Enterprise Coffee Co., with \$30,000 capital stock.

Baltimore—Candy Factory.—Geo. Blome & Son will put a 50 horse-power boiler and engine in their candy factory on Baltimore street.

Baltimore—Church.—F. L. Lindsay has contracted to enlarge the Sunday-school building at the Church of the Redeemer to double the present size.

Baltimore—Buildings.—The Pratt Free Library will erect a building corner Broadway and Miller streets; J. H. Divens will build 6 houses on Druid Hill avenue at Clifton; C. W. Green will erect 2 two-story brick buildings on Baker street; Charles Milste will build 16 two story houses on Chester and Madison streets; J. F. Hawkins will build 3 houses on Light street.

Baltimore.—Proposals for furnishing and putting in place the extra marble tiling, wainscoting and door sills required for the new postoffice building, will be received until March 16, by William A. Freret, Washington, D. C.

Bradshaw.—Church.—The Catholics will build a stone church. A. A. Miller can give information.

Calvary—Canning Factory.—George V. Gorrell will start a canning factory.

Catonsville—Church.—A stone church will be built at once for the Catholics. Rev. John E. Dunne can give particulars.

Centreville—Flour Mill.—The name of the company previously reported as being formed to rebuild the burned flour mill of J. H. Hall, also a corn and hominy mill, is the Centreville Manufacturing Co. J. H. Hall, W. W. Bryan and others are directors.

Cresswell—Canning Factory.—A canning factory will be started by Frederick Smith, of Carsin's Run.

Cumberland—Gas Well.—The Cumberland Oil & Natural Gas Co. have arranged with a syndicate to have their well sunk deeper.

Elkton—Pulp Works.—Some new machinery is being put in the Singler Pulp Works.

Elkton—Railroad.—The Baltimore & Cape Charles Railroad Co., capital stock \$50,000, is being organized to build a railroad from the Baltimore & Philadelphia Railroad (B. & O.) near Elkton, southward to the Virginia State Line. A company will be incorporated in Virginia to continue the road to Cape Charles City. Clinton McCullough is interested.

Emmitsburg.—The Citizens' Building Association has been organized, with F. A. Adelsburger as president.

Freelands—Paper Mill.—James H. A. Shaver will build a new paper mill for manufacturing manilla and straw wrapping paper, and wants to purchase all necessary machinery. Second-hand machinery preferred if in good order.

McGaw's Station (Harford County)—Canning Factory.—Messrs. Dietrich talk of building a canning factory.

Salisbury—Water Works.—The Salisbury Water Co. will probably soon begin building their works, previously reported.

Selbyport—Bridge.—The contract to build an iron bridge has been let to the Pittsburg Bridge Co., of Pittsburg, Pa., at \$5,500.

Stafford—Wagon Factory.—The address of Horace Stokes, reported last week as to start a wagon factory, is Stafford. He is enlarging his flint mill.

Washington, D. C.—Buildings.—Henry Strong will erect 6 brick store buildings on F street, to cost \$40,000; and S. A. Sixbury, 7 brick dwellings on F street, to cost \$17,500. Adam Gaddes will build 4 frame dwellings on Jackson street.

Washington, D. C.—Church.—The First Baptist Church will build a new edifice corner Sixteenth and O streets, to cost with ground about \$80,000. Rev. Mr. Stakely can give particulars.

Washington—Residence.—Poindexter & Co. have prepared plans for a fine brick residence to be built on E street by Henry E. Pellew.

Washington, D. C.—Building.—The Washington Monument Association will erect a marble building 24x43 feet. Plans have been prepared by Poindexter & Co.

Washington—D. C.—Street Railroad.—The Metropolitan Street Railroad Co. have asked for right to extend their road from Rock Creek Church road and Brightwood avenue to Boundary.

Washington, D. C.—Gas Works.—A bill has been introduced in the House of Representatives to authorize the Standard Gas Machine Co. to build gas works.

Washington, D. C.—Buildings.—P. M. Dubant will build 5 dwellings to cost \$35,000, and C. B. Peason, 8 dwellings on O street to cost \$9,000.

Washington, D. C.—Matting Factory.—J. Bray and others have formed a company to manufacture matting from rushes. They are now prospecting for a location at some point in the South where rushes are plentiful. Mr. Bray wants to purchase looms for manufacturing the matting. Address is 937 H street, N. W.

Washington, D. C.—Railroad.—A bill has been introduced in Congress to charter the Washington & Western Maryland Railroad Co.

Washington, D. C.—Stone proposals for furnishing the dimension stone for the walls of the cellar of the new building for the Congressional Library, will be received until March 31 by William F. Vilas.

Washington, D. C.—A bill has been introduced in Congress to incorporate the Georgetown Barge, Dock, Elevator & Railway Co., capital stock \$100,000.

Watervale Station—Canning Factory.—H. H. and W. E. Klinefelter, of Havre de Grace, will start a canning factory.

Westminster—Packing.—N. I. Gorsuch & Son have erected machinery for packing hay and straw.

MISSISSIPPI.

Booneville—Canning Machinery.—A company is being formed to start a canning factory by Thomas L. Bettersworth and others. They want prices of canning machinery.

Brookhaven—Church.—Plans are being prepared for a church, 85x135 feet, to be erected by the St. Francis Catholic congregation. J. C. Vanhouwer can give particulars.

Crystal Springs—Packing House.—The Earle Thomas Co. are building a packing house.

Greenville—Electric Light Plant.—The Greenville Electric Light & Power Co., reported last week as ordering machinery to erect their plant, have organized with G. E. Billingsley as president; C. M. Williams, vice-president, and H. P. Hawkins, secretary, treasurer and manager. They will afterwards add an incandescent plant.

Grenada—Machine Shops.—It is rumored that the Illinois Central Railroad Co. (office Chicago, Ill.) will move their machine shops from Water Valley to Grenada.

Hazlehurst—Depot.—The Illinois Central Railroad Co. (office, Chicago, Ill.) will build a brick depot at once.

Jackson.—Bills have been introduced in the legislature to incorporate the Grenada, Enterprise & Pensacola Railroad Co.; the

Canton Land & Live Stock Co.; the Vicksburg Electric Street Railway Co.; the Macon Street Railway Co.; the Natchez Fuel Gas Co., and the Mississippi Southern Railroad Co., to build a railroad from Natchez to the Alabama State line, with branches, operate saw mills, factories, &c., with T. G. Stuart, J. N. Stuart and others as corporators.

Jackson.—The bills previously reported as introduced in the legislature to incorporate the Meridian Belt Railroad Co. and the Jackson Light, Heat & Power Co. have become laws.

Meridian—Hotel.—A company is being organized to build a large hotel. The capital stock will be probably \$75,000. The mayor can give information.

Meridian—Buildings.—It is stated that Marks, Rothenberg & Co. will erect a block of fine buildings.

Senatobia—Cotton Compress.—Efforts are being made to have a cotton compress erected.

Tupelo—Foundry and Machine Shop.—R. G. Reading, lately mentioned as building an iron foundry and as having purchased machinery, is building a machine shop also.

Vicksburg—Flour Mill.—John B. Mattingly, who operates a flour mill, has, with A. D. Mattingly, W. L. Mattingly, J. M. Cameron and A. C. Peatross, incorporated the Mattingly Milling Co.

West Point—Carriage and Wagon Factory.—S. N. Murf is building a factory to manufacture carriages and wagons.

NORTH CAROLINA.

Asheville—Planing Mill.—Hart & Williamson will soon add machinery to their planing mill.

Asheville—Shoe Factory and Tannery.—M. Levy will increase the capacity of his shoe factory, and speaks of starting a tannery.

Asheville—Depot.—Plans have been prepared for a large new depot.

Charlotte—Railroad.—The Carolina, Knoxville & Western Railroad Co. contemplate building, it is said, a branch road to Charlotte.

Charlotte—Cotton Factory.—Plans have been prepared by Josiah Ashbury for the cotton factory previously reported to be built by the Adna Manufacturing Co. The main building will be of brick, one story, 75x300 feet, and will cost \$15,000.

Charlotte—Cotton Factory.—The Victor Cotton Mills, previously reported, have appointed a committee with R. M. Oates as chairman, to select a site and let the contract for a building two stories, about 100x200 feet. They will receive bids for 1,000,000 brick.

Charlotte—Candy and Cracker Factory.—Schroeder & Long, previously reported as to start a canning factory, will be known as the Charlotte Candy & Manufacturing Co. They contemplate adding a cracker factory next summer.

Charlotte—Match Machinery.—The Charlotte Broom Works contemplate starting the manufacture of matches, and want prices on machinery.

Cherryville—Academy.—A stock company has been formed to build an academy. Henry Summit can give particulars.

Edenton—Lumber Mill.—J. W. Branning and others will add machinery to their mills lately purchased from H. H. Page.

Forest City—Crockery Works.—Parties have been prospecting with a view to starting works to manufacture crockery ware.

Greensboro—Cotton Mill.—The Piedmont Cotton Mills (lately started by A. C. Burgess & Co.) will increase their capacity, and want to purchase additional machinery.

Greenville—Canning Factory.—A canning factory will probably be started.

Halifax—Saw Mill.—A saw mill has been erected near Halifax.

Hickory—Furniture Factory.—C. L. Hawn will move his saw mill to Hickory, and will later in the year add machinery to manufacture furniture.

Jacob's Fork—Saw Mill.—John Fullbright has added some machinery to his saw mill.

Jonesboro—Laundry.—J. G. Gunter contemplates starting a steam laundry, and wants prices of machinery.

King's Mountain—Tin Mine.—Prof. Furman and others will develop a tin mine.

King's Mountain—Smelting Works.—It is reported that the Carolina Mining Co. contemplate erecting smelting works.

Laurinburg—Cotton Factory.—A cotton factory is projected. J. D. Bandy can probably give information when anything is done.

Lenoir—Sash, Door and Blind Factory.—A sash, door and blind factory is to be erected soon. E. W. Faucette can probably give information.

Lenoir.—The Caldwell & Watauga Real Estate Co. has been organized to deal in mineral, timber and other lands, etc., by E. W. Faucette and others.

Lenoir—Factories.—Committees have been appointed to report on the advisability of starting a canning factory, a chair factory and an iron foundry.

Lexington—Tobacco Factory.—E. T. Harmon, of High Point, and others will establish a tobacco factory.

Lincoln County—Gold Mine.—J. Reinhardt will probably develop a gold mine.

Lincolnton—Cotton Factory.—Messrs. Kistler and others have formed a company to start a cotton factory. They will add about 1,000 spindles to the woolen mill operated by Sumner, Kistler & Phifer.

Lincolnton—Furniture Factory.—A furniture factory is being built one mile from Lincolnton by C. Motz.

Milledgeville—Plaid Mill.—The Yaddin Falls Manufacturing Co. contemplate, it is said, adding to their cotton factory machinery for manufacturing plaid goods.

Morganton—Flour Mill.—Pearson & Co. will put in a larger engine in their sash and blind factory and add a flour mill.

Morganton—Furniture Factory.—A furniture factory is reported to be built. If correct the Morganton Land & Improvement Co. can give particulars.

Mt. Airy—Woolen Mill.—Matt D. Moore have purchased and will operate in connection with the woolen mill of J. F. & W. A. Moore machinery for manufacturing flannels, fancy yarns and woolen half-hose. J. F. & W. A. Moore will add more looms for manufacturing fancy cassimeres.

New Berne—Railroad.—The East Carolina Land & Railway Co. have commenced work on their railroad, previously reported.

Newton—Cotton Mill.—The Newton Cotton Mills have ordered the additional machinery for their mills, previously reported.

Norwood—Cotton Factory.—D. N. Bennett can give information if anything is done towards building the cotton factory previously reported.

Oxford—Tobacco Stemmary.—The Kimball Tobacco Co., of Rochester, N. Y., previously reported as to build a large tobacco stemmary have let the contract for the building. J. M. Currin, Oxford, can give particulars.

Salisbury—Canning Factory.—James B. Lanier contemplates starting a canning factory, and wants price-lists of machinery.

Salisbury—Warehouse.—W. B. Beacham has contracted to build a cotton warehouse for Boyden & Quinn.

Statesville—Cotton Mill.—The Statesville Cotton Mills have been organized to build the cotton mill previously reported, with George F. Shepherd as president; W. D. Turner, vice-president, and J. C. Irvin,

secretary and treasurer. They will build during the year a 6,000-spindle mill with looms for weaving.

Statesville—Flour Mill.—D. A. Morrison and Raymer Bros. have secured a site to build a roller flour mill.

Sylva—Clay Mine.—A. S. Bryson will mine clay.

Tunnel—Kaolin Works.—J. W. Fowle is erecting the works for manufacturing kaolin, previously reported.

Wake Forest—Gas and Water Works.—Gas and water works are reported to be put in at Wake Forest College at a cost of \$2,000.

Wilmington—Railroads.—A subscription of \$100,000 has been voted to the capital stock of the Wilmington, Onslow & Eastern Carolina Railroad, and a subscription of \$150,000 to the capital stock of the Cape Fear & Yadkin Valley Railroad. This increases the extension of the latter road to Wilmington from Fayetteville.

Wilmington—Brewery.—A party has been prospecting with a view to starting a beer brewery.

SOUTH CAROLINA.

Aikin—Institute.—The Aikin Institute has been incorporated to erect a school building.

Anderson—Foundry and Machine Shop.—R. F. Divver has erected his iron foundry and machine shop, previously reported.

Charleston—Street Railroad.—The Enterprise Street Railroad Co. contemplate extending their road.

Charleston—Hall.—The Young Men's Christian Association have raised about \$13,000 towards building their hall, previously mentioned.

Chester—Cotton Mill.—About \$40,000 have been subscribed towards organizing a company to build the cotton factory lately mentioned. The capital stock will probably be placed at \$100,000. W. T. D. Cousar can give information.

Columbia—Cotton Factory.—The factory of C. C. Habenicht, formerly used for the manufacture of bent wood, is reported to be converted into a cotton factory of 9,000 spindles capacity. It is stated that a Northern party will put in \$80,000 of machinery.

Fort Mill—Cotton Mill.—J. W. Ardrey, G. E. White, J. E. Massey, J. B. Mack and others have incorporated the Catawba Cotton Mills to build a cotton mill for spinning. The capital stock will be about \$40,000. Work on buildings will probably be commenced in May.

Greenville—Cottages.—John H. Houston will build 10 cottages.

Greenville—Ice Factory.—The Piedmont Ice Co., capital stock \$12,000, has been chartered by John B. Marshall, George Marshall and George Westmoreland.

Pelzer—Cotton Mill.—The Pelzer Manufacturing Co. have, it is reported, broken ground for a third cotton mill. The capacity is to be about 7,000 bales per year.

Yorkville—Bridge.—Griffin & Gorton have contracted for the masonry work of a 120-foot bridge and are preparing to commence work.

TENNESSEE.

Alexandria—Flour Mill.—A roller flour mill is to be erected and machinery has been contracted for. The cost will be about \$10,000.

Beech Bluff—Stave Factory.—Conner & Ray will move their stave factory from Greenfield to Beech Bluff.

Bellebuckle—Plow Works.—Some machinery will probably be added to the plow works of R. F. Wallis & Co.

Chattanooga—Warehouse.—The Loomis & Hart Manufacturing Co. have let the contract to build their 3-story warehouse, lately mentioned, to D. J. Chandler at \$9,000. It will be about 60x250 feet.

Chattanooga—Paving.—The Board of Public Works will shortly advertise bids for asphalt paving. The cost will be about \$25,000.

Chattanooga—Cottages.—Stivers, Woodburn & Co. will build 10 cottages for the East End Land Co.

Chattanooga—Railroad.—The Lookout Mountain Railroad Co. have resumed work on their road and will complete it about May 1.

Chattanooga—Brewery.—Conrad Geise & Co., previously reported as to build a brewery, have secured permit to erect a \$20,000 building for that purpose. Are receiving bids for its erection.

Chattanooga—Dynamite Factory.—The Dixie Dynamite Co. has been chartered; also the Emmonite Powder Co.

Chattanooga—Car Works.—The Wason Car Works Co., it is reported, contemplate enlarging their works.

Chattanooga—Business Block.—The Cincinnati Investment Co. have awarded the contract for building their business block to Thomas J. Eastman.

Clarksville—Building.—The Clarksville Academy, reported last week as to erect a school building, have appointed a committee to select plans, &c.

Clarksville—Tobacco Factory.—T. L. Harvie will establish a tobacco factory. He will soon purchase machinery.

Cleveland—Mr. Pepper is organizing a building and loan company to build houses, &c.

Cumberland Gap—Mineral Lands.—G. B. Johnson, of Gibson's Station, Va., has purchased 2,500 acres of mineral lands near Cumberland Gap.

Daisy—Coal Mines.—J. T. Williams and others, previously reported as leasing and to work the Daisy coal mines, have incorporated as the Daisy Coal Co.

Daisy—Coal Mines.—The Walden's Ridge Coal Co. contemplate doubling the output of their Daisy coal mines.

Grand Junction—Sewer Pipe and Fire Brick Works.—The Grand Junction Sewer Pipe & Fire Brick Co. has been organized and will shortly build works.

Jackson—Hall.—The Knights of Pythias have purchased a site to erect a three-story building.

Jasper—Flour Mill.—A. L. Spears and W. Pryor talk of building the flour mill previously mentioned, but as yet have not decided definitely.

Jellico—Iron and Coal Lands.—It is reported that Stoddard Johnson and associates have bought 80,000 acres of coal and iron lands in Powell's valley, 20 miles from Jellico.

Knoxville—Street Railroad.—The West End Street Railway Co., previously reported, expect to begin building their road in about three weeks. It will be about 3 miles long.

Knoxville—Furnace.—J. L. Loyd, of Lebanon, Ind., has made a proposition through C. M. Fouché to build an iron furnace of about 100 tons capacity.

Knoxville—Church.—The Church Street M. E. Church are preparing to build a chapel to cost about \$10,000 or \$15,000.

Knoxville—Railroad.—A. L. Maxwell and associates have incorporated the Pioneer & Ohio River Railway Co., to build a railroad in the Cumberland mountains to open up coal lands.

Knoxville—Hotel.—M. E. Thompson is preparing plans for a new 50-room hotel.

Loudon.—The Loudon Improvement Co. has been organized with L. P. Campbell as president.

Manchester—Spoke and Handle Factory.—The Manchester Manufacturing Co., capital stock \$7,000, has been organized to manufacture spokes and handles. E. W. Pear-

son is president and S. N. Burger, secretary and treasurer.

McMinnville—Church.—The Baptists contemplate building a church.

Memphis—Houses.—The Memphis Land & Installment Co., capital stock \$100,000, has been organized to build houses, &c., with James Jay Smith as president. Office at 9 Madison street.

Memphis—Manufacturing.—The object of the Ellis Numbering Automatic Co., lately reported as incorporated by Charles L. Ellis and others, is to manufacture numbering machines for printing presses.

Morristown—Woolen Mill.—A stock company is being worked up to secure the removal of the mill of the Home Woolen Co., of Home, to Morristown, previously reported.

Nashville—Machine Shop.—The Vanderbilt University will add to their Science Hall a three-story brick building, 40x100 feet, with a one-story forge and foundry shop, 40x70 feet. The cost will be \$20,000.

Nashville.—The Tennessee Range & Manufacturing Co. will increase their capital stock from \$50,000 to \$60,000.

Nashville—Engine House.—The contract to build the engine house at West Nashville has been let to Lasley & Rives at \$4,736.50.

Nashville—Hotel.—A company has been formed with a capital stock of about \$18,000 to build a two-story hotel, 60x75 feet, at West Nashville. The Nashville Land Improvement Co. can give particulars.

Nashville—Wire Cloth Factory.—The Dewitt Wire Cloth Co. will move their factory to West Nashville. The Nashville Land Improvement Co. can give particulars.

Nashville—Elevator, &c.—Webb, Stevenson & Co. contemplate putting in their building power machinery for operating elevators, manufacturing tinware, cornice work, &c.; also dynamo for electric lighting, and want catalogues of such machinery.

Nashville—Woodworking Factory.—Frewitt, Spurr & Co. have added some machinery to their woodworking factory.

Rockwood—Coal Mine.—A coal mine is being opened near Rockwood by W. B. Lenoir, of Lenoir's Station.

Shelbyville.—Electric Light Plant.—W. A. Trost, W. B. Bate and E. Sheppard will erect an electric light plant at once.

Tullahoma—Factory.—Another factory is reported to be started.

Tullahoma—Bed Spring Factory.—The Tullahoma Manufacturing Co. has been organized to manufacture bed springs. Have ordered machinery. Capital stock is \$5,000. G. R. Crane is president.

Union City—Depot.—A new depot is to be built by the Nashville, Chattanooga & St. Louis Railroad Co. (office, Nashville.)

Union City—Courthouse.—Proposals for building a courthouse will be received until March 24 by W. H. Gardner.

TEXAS.

Austin—Irrigation.—The Ward County Irrigation Co., capital stock \$30,000, has been incorporated by Joseph L. Curtis, Jas. B. Robinson, B. K. Brant and Otto F. Brant.

Austin.—The West Texas Improvement Co. has been chartered by T. C. Frost, W. C. Robards, William Aukly, Albert Maverick and B. G. Duval. The capital stock is \$100,000.

Beaumont—Planing Mill.—The Texas Tram & Lumber Co. are, it is said, preparing to add a \$50,000 planing mill to their saw mill.

Centre—Spoke Factory.—J. A. Jarratt, lately mentioned as building a saw mill, will add spoke and other machinery.

Corsicana—Sash, Door and Blind Factory.—Mr. Fender, of Terrell, has been prospecting with a view to moving his sash, door and blind factory to Corsicana.

Dallas—Building.—The Dallas Club will soon begin work on their fine building.

Dallas—Building.—Proposals for erecting the building for the Farmers Alliance, reported last week, will be received until March 13 by J. B. Reilly. It is to be four stories, 100x150 feet.

Decatur—Hotel.—J. C. Carpenter will rebuild his burned hotel.

Dexter—Flour Mill and Gin.—The Farmers' Alliance have been considering erecting a roller flour mill and a cotton gin.

El Paso—Electric Light Works.—A. W. Dutton is arranging to establish an incandescent electric light plant of 400 lights.

Fort Worth—Church.—The First Presbyterian Church will build a new edifice.

Fort Worth—Building.—The Fort Worth Land & Investment Co. expect to erect a five-story office building.

Fort Worth—Harbor, &c.—The Atansas City Harbor, Channel & Dock Co., capital stock \$3,000,000, has been chartered by John D. Templeton, E. B. Harrold, T. P. Lenoir, R. H. Sellers and others. The object of the company is to build harbors, wharves, docks, etc., at Atansas Pass.

Galveston.—The Galveston Gas Co. and the Galveston Electric Light Co. have consolidated.

Greenville—Gas Well.—W. A. Humphries has the contract to sink one or more gas wells, and is preparing to commence work.

Hillsboro—Planing Mill.—A planing mill will be built by William Cameron & Co., of Waco.

Houston—Lumber.—The Montgomery Mill & Lumber Co., capital stock \$20,000, has been chartered by F. A. Rice, H. H. Lumis and J. C. Hutchinson.

Houston—Oil Mill.—The Lincoln heirs will build a large cotton-seed oil mill, and have let the contract for the structure to Burs, Peters & Co. They will commence work in April.

Lampasas—Woolen Mill.—A party offers to build a \$50,000 woolen mill if a certain amount of stock is taken by Lampasas parties.

Laredo—Bridge.—It is reported that C. A. Hultz, of Zanesville, O., has the contract to build the bridge across the Rio Grande river, previously reported.

Laredo—Foundry and Machine Shop.—Dillon & Son, of Palestine, lately reported as having been donated with a site to build a foundry and machine shop, are making investigation with a view to building such a plant.

Laredo—Bridge.—The International Bridge & Tramway Co. have let the contract to build the stone abutments for their bridge, previously reported, to J. Estetter.

Laredo—Smelting Works.—It is reported that Mr. Matthews, of Denver, Col., has been prospecting with a view to building smelting works.

Marshall—Nut Works.—The Eureka Nut Lock Co. will probably start small works for manufacturing their nut locks.

Marshall—Courthouse.—Plans, bids, etc., for building the courthouse lately reported will be received until March 20 by Judge Keller. The cost is to be from \$45,000 to \$60,000.

Marshall—Buildings.—A. C. Alexander will erect 4 two-story brick store buildings, 85x100 feet. A church and a school building are reported to be built also.

Mason—Iron Mine.—William Kruse will probably develop an iron ore mine.

Mineola—Furniture Factory.—Smith & Sons are building the furniture factory lately mentioned.

New Braunfels—Woolen Mill.—The Farmers' Alliance Co-operative Manufacturing Co., previously reported to add machinery to the New Braunfels Woolen Mill, will apply \$50,000 of stock for that purpose.

San Antonio—Street Railroad.—The Crosstown Street Railroad Co., capital stock \$30,000, has been incorporated by Charles P. Smith, E. F. Braden, D. M. Alexander and Leonard A. Garza.

San Antonio—Cotton Compress.—A cotton compress is reported to be erected in time for the next crop.

San Antonio—Ice Factory.—The Allann Mill Co. have changed their name to the Crystal Ice & Manufacturing Co.

San Antonio.—The Southern Manufacturing Co., capital stock \$50,000, has been incorporated by A. B. Frank, W. H. Weiss and George B. Eppstien.

Santa Tomas—Railroad.—The Rio Grande & Eagle Pass Railroad Co. (office, Laredo) will extend their road from Santa Tomas to the Bruin coal mines, about 25 miles.

Texas—Bottling and Candy Works.—Buildings are being erected for the Tyler Bottling & Candy Works. Walter Farley can give particulars.

Tyler—Electric Light Plant.—Charles Moore has contracted to erect the buildings for the plant of the Tyler Electric Light Co., previously reported.

Tyler—Foundry and Plow Factory.—An iron foundry and plow factory will be built by C. L. Casper at a cost of about \$12,000. He will probably add a car wheel foundry.

Tyler—Buildings.—Beryfield & Durst contemplate erecting 4 two-story buildings to cost \$18,000.

Tyler—Basket and Box Factory.—Hovenkatt & Allen have recently started the manufacture of fruit baskets, butter trays, boxes, etc., and intend to add the manufacture of barrels and kegs.

Tyler—Lumber Mill.—The Long Leaf Lumber Co. will add machinery to their mill.

Tyler—Lumber Mill.—The Tyler Lumber Co. have lately added some machinery to their mill.

Tyler—Buildings.—F. L. Dilley contemplates erecting 2 two-story brick and iron buildings 75 feet front.

Tyler—Building.—Wimberly & Phillips will erect a two-story iron front building to cost \$15,000.

Weatherford—Church.—The Methodists have broken ground for a stone church to cost \$10,000.

VIRGINIA.

Abingdon—Carriage and Wagon Factory.—A carriage and wagon factory is reported to be started.

Big Stone Gap.—The Big Stone Gap Improvement Co., previously reported, has been organized with Rufus A. Ayers as president; J. F. Bullett, Jr., of Big Stone Gap, secretary, and M. B. Wood, Estillville, treasurer. The company will have a capital stock of probably several million dollars.

Big Stone Gap—Coke Ovens.—It is stated that the Virginia Coal & Iron Co., previously reported as purchasing 40,000 acres of mineral lands, will build coke ovens this year.

Big Stone Gap—Hotel.—Plans are being prepared for the hotel previously reported to be built. Horace E. Fox can probably give information.

Big Stone Gap—Brick Yard.—A brickyard will be started. J. F. Bullitt, Jr., can probably give information.

Buckingham—Railroad.—Surveys have been made for a railroad from Arvon to Buckingham. If built it will be a branch of the Farmville & Charlottesville Railroad.

Charlottesville—Ice Factory.—G. W. Spooner & Son, reported last week as to start a 3-ton ice factory, will establish a factory with a capacity of 6 tons per day.

Claremont—Canning Factory.—A company is being formed to start a canning factory.

Clifton Forge—Flour Mill.—There is talk of a flour mill being erected near Clifton Forge.

Covington—Planing Mill.—A planing mill is reported to be built.

Danville—Railroad.—The Danville & North Carolina Railroad Co., lately chartered, have organized, with E. B. Withers as president, and adopted measures looking to beginning work soon.

Danville—Mining, &c.—J. D. Blair, R. P. Jones, J. P. Harrison and others are interested in the Danville Mining, Milling, Manufacturing & Terminal Co., a bill to incorporate which was reported last week as being introduced in the legislature at Richmond.

Danville.—The Danville Warehouse & Storage Co., recently chartered, will soon commence operations.

Draper's Valley—Canning Factory.—A canning factory is reported to be established.

Holstein Mills—Woolen Mill.—The Holstein Woolen Co. will, it is said, add some new machinery to their mill.

Jeffersonville—Carriage Factory.—W. H. Sult, of Wytheville, has been thinking of starting a carriage factory, but has not definitely decided yet.

Lexington—Canning Factory.—A. T. Barclay, C. M. Figgatt and others will start the canning factory previously reported. Power will be furnished by the Lexington Manufacturing Co. Machinery will be put in at once.

Liberty—Canning Factory.—J. A. Lazerby will, it is said, start a canning factory.

Liberty—Canning Factory.—John T. Campbell and C. A. Lupton will start a canning factory.

Lithia—Canning Factories.—Two canning factories are reported to be started at Lithia and one near Young's Chapel.

Lynchburg—Mattress Factory.—William A. Ligan has started the manufacture of mattresses at 511 Madison street.

Lynchburg—Belt Railroad.—Peter J. Otey has made surveys for the belt railroad previously reported to be built by the Lynchburg Land & Improvement Co.

Lynchburg—Building.—M. E. Doyle will erect a five-story iron front building to cost \$10,000.

Lynchburg—Canning Factory.—A. E. Willis is erecting the canning factory previously mentioned.

Naylor's—Canning Factory.—Messrs. Waddington and Holmes will start a canning factory near Naylor's.

Norfolk—Saw Mill.—William Donavin & Co. will at once rebuild their saw mill reported in this issue as burned.

Pointexter's Store—Creamery.—Efforts are being made to start a creamery. W. N. Wood can give information if anything is done.

Portsmouth—Distillery.—The Mahoneyville Distillery Co. has been organized with Edward Mahoney as president; Joseph L. Young, secretary, and John Mahoney, treasurer. Their capital stock is to be not less than \$40,000 nor more than \$300,000. Will commence operations at once.

Pulaski City—Zinc Works.—The Bertha Zinc Co. will, during the year, add 10 furnaces to their plant, doubling the capacity.

Richmond—Electric Light Plant.—The Virginia Electric Light & Power Co. will add a new dynamo.

Richmond.—Bills have been introduced in the legislature to incorporate the Clinch Valley Mining & Manufacturing Co.; the Washington, Western and Southwestern Railroad Co.; the Chesapeake Cotton Compress Co., of West Point, with a capital stock of not less than \$15,000, nor more than \$200,000, and William D. Reynolds and others as corporators; the Chesapeake Steamship Line, of West Point, to operate a steamship line between West Point and European and other ports, and the Falling Creek Railroad Co., with a capital stock of not less than \$50,000, nor more than \$1,000,000, and W. B. Gay, John T. Jones and others as corporators.

Richmond.—The bills previously reported as introduced in the legislature to incorporate the Bristol & Danville Railroad Co.; the Bristol & East Tennessee Railroad Co.; the Pocohontas Towing & Transportation Co.; the Suburban & Exposition Railway Co.; the North Amherst Railroad Co.; the Mecklenburg Toll Bridge Co.; the Princess Anne County Railway Co.; and the Norfolk & Dismal Swamp Steamboat Co. have become laws.

Roanoke—Rolling Mill.—The Roanoke Rolling Mill Co., previously reported, will soon invite bids for erecting their buildings.

Russell County—New Town.—The new town of Minneapolis, reported last week, has been laid out by the New South Mining & Improvement Co., John T. Wilder, Roan Mountain, Tenn., vice-president.

Rustburg—Saw Mill.—Mr. Burford will erect a saw mill near Rustburg.

Rustburg—Saw Mill.—Mr. Briggs will build a saw mill.

Rustburg—Canning Factory.—C. E. Petty and Frank Nelson are making investigations with a view to starting a canning factory.

Tazewell C. H.—Street Railroad.—J. R. Gildersleeve and others have formed the Tazewell Street Railroad Co. to build a street railroad.

Winchester—Canning Factory.—A canning factory is projected.

Woodstock—Church.—The Catholics will build a church.

WEST VIRGINIA.

Charleston.—The Jefferson Building Association No. 9 has been incorporated by David Howell and others.

Charleston—Spoke Factory.—E. E. Tibbetts will build a spoke factory.

Charleston—Coal Mining, &c.—R. Winkler, H. D. Winkler, J. L. Winkler, E. M. Craig and Benjamin Brown have incorporated the Winkler Coal Co. to mine coal and manufacture coke, &c. The capital stock is \$50,000.

Clarksburg—Coal Mining, &c.—The Farland Coal & Coke Co. has been chartered to mine coal and manufacture coke, &c., by Joseph T. Farland, of Clarksburg; William Stevenson, Thomas W. Johnson and Robert M. Blundon, of Baltimore, and William C. Page, of New York. The authorized capital stock is \$1,000,000. The company succeeds Joseph T. Farland.

Grafton—Telephone Line.—A. G. Chrislip and others will organize a company to build a telephone line to Philippi and other points.

Grafton—Water Works.—The city will decide on March 20 whether or not to build water works. Plans, estimates, &c., have been prepared. The estimated cost is \$28,000. The mayor can give information.

Huntington—Water Works.—W. W. Cunningham and T. E. Stout, of Huntington; John McIntire and William S. Kuhn, of McKeesport, Pa., and Jason Hollingshead, of Alleghany City, Pa., have incorporated the Guyandotte Water Works Co., capital stock \$100,000, to build works at Guyandotte.

Keyser—Broom Factory.—A broom factory is reported to be started.

Moundsville—Coke Ovens.—The Moundsville Coal Co., have, it is reported, built more coke ovens.

Spencer—Asylum.—An asylum for the insane is to be erected.

Wheeling—Pottery Works.—The Wheeling Pottery Co. will receive bids for the stone and brick work of their new pottery, previously reported.

Rodibaugh, Gunnison & Co., Jackson, Mich., manufacturers of saw mill machinery, state that they will remove their works South, but have not decided on any location.

BURNED.

Ashport, Tenn.—The Gausen Mill damaged by a boiler explosion.

Columbus, Ga.—The grist mill of Mrs. Phillips on Standing Boy creek; loss \$4,000.

Lexington, Ky.—The printing office of the Transylvania Printing Co.; loss \$12,000.

Martinsburg, W. Va.—The dry kilns of Baker Bros.

Mineola, Texas.—The broom factory of Lee Carter.

Mineola, Texas.—The gin of D. M. Hays 2 miles from Mineola; loss \$1,500.

Nashville, Tenn.—The steam laundry of Mr. McEwen; loss about \$10,000.

New Orleans, La.—The box factory of W. W. Washburn; loss \$20,000.

Norfolk, Va.—The saw mill of William Donovan & Co.; loss \$1,500. Will be rebuilt at once.

Riverside, Ala.—The planing mill and dry kiln of the Riverside Lumber Co. Both will be rebuilt at once.

Paducah, Ky.—The saw mills of Sawell, King & Co.; loss \$30,000.

Quitman, Miss.—The saw mill, grist mill and gin of Joseph Gough; loss \$3,000.

To Build Machine Shops.

LOUISVILLE, KY., March 1, 1888.

Editor Manufacturers' Record:

We have not yet decided as to location of shops.

LOUISVILLE, ST. LOUIS & TEXAS R. R. CO.

New Ice Machinery.

EL PASO, TEXAS, Feb. 27, 1888.

Editor Manufacturers' Record:

We are putting in a new 25-ton ice machine made by the Arctic Ice Machine Manufacturing Co., Cleveland, Ohio.

EL PASO ICE & REFRIGERATOR CO.

Opening Coal Mines.

CLEAR FORK, KY., Feb. 27, 1888.

Editor Manufacturers' Record:

I am opening coal mines; G. M. D. Purcell is opening coal mines also.

J. M. JACKSON.

Erecting Stamp Mill.

CLEVELAND, GA., Feb. 27, 1888.

Editor Manufacturers' Record:

I am now erecting 20 stamp mill in White county. THOMAS V. CANTRELL.

To Manufacture Split Pulleys.

CHATTANOOGA, TENN., March 1, 1888.

Editor Manufacturers' Record:

We have formed a company to manufacture split pulleys. LEWIS SHEPHERD.

To Build Ice Factory.

CHARLOTTESVILLE, VA., March 2, 1888.

Editor Manufacturers' Record:

Our ice plant will have daily capacity of 6 tons instead of 3 as reported. Will be in operation May 1.

J. W. SPOONER & SON.

Will Enlarge Excelsior Factory.

ATLANTA, GA., Feb. 28, 1888.

Editor Manufacturers' Record:

Chas. Cohen, of Atlanta, will shortly enlarge excelsior factory, and will put in new engine and boiler. DUKES.

Bids Wanted for Building Court-House.

MARSHALL, TEXAS, Feb. 28, 1888.

Editor Manufacturers' Record:

The county will receive bids for the building of a new court-house on the 20th of March, 1888, and will also receive plans and specification at the same time.

J. P. ALFORD.

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Barrel Machinery.—Prices of barrel machinery is wanted by James B. Lanier, Salisbury, N. C.

Boiler.—George H. Sullivan, Ellzey, Fla., wants to purchase a 50 horse-power boiler.

Bucket Machinery.—Machinery for manufacturing buckets is wanted by the Statesville Plow Co., Statesville, N. C.

Canning Machinery is wanted by James B. Lanier, Salisbury, N. C.

Canning Machinery.—Thomas L. Bettersworth, Booneville, Miss., wants prices of canning machinery.

Canning Machinery.—The Flat Rock Canning Co., Flat Rock, Ind., want to purchase two first-class tubular boilers 52 inches in diameter and 14 feet long, with 44 3/4-inch tubes, a 12 horse-power stationary engine and all other machinery needed for a canning factory with a capacity of 25,000 cans per day.

Chemical Engine.—The Board of Public Works and Affairs, Nashville, Tenn., are receiving bids for furnishing a chemical engine. The appropriation is \$2,300.

Cotton Machinery.—Renfro Bros., Opelika, Ala., want to correspond with manufacturers of cotton mill machinery.

Cotton Machinery.—The Piedmont Cotton Mills, Greensboro, N. C., want to purchase additional machinery for their mills.

Capola.—A 10-ton cupola is wanted by Bowie, George & Terhume, Rome, Ga.

Dynamo.—Webb, Stevenson & Co., Nashville, Tenn., want catalogues of dynamos for electric lighting.

Electric Light Machinery will be wanted by Coles, Simkins & Co., Brunswick, Ga.

Elevators, &c.—Webb, Stevenson & Co., Nashville, Tenn., want catalogues of power elevators.

Engine and Boiler.—Stovall Bros., Cleveland, Ga., want to buy a 12 horse-power boiler and engine for their ginney.

Engine and Boiler.—The Atlanta Piano Forte Manufacturing Co., Atlanta, Ga., want to purchase an automatic engine and a boiler from 50 to 70 horse-power.

Fertilizer Machinery.—Machinery for a fertilizer factory is wanted by B. H. Jennings, Clayton, Ala.

Fire Alarm System.—Bids for putting in the fire alarm system at Mobile, Ala., will be received until March 31 by John F. Summerbell.

Grate Bars, Rails, &c.—Drewry Bros., Choccolocco, Ala., want to purchase 200 grate bars, small iron T rails and small hoisting engine.

Grinding and Hoisting Machinery.—Machinery for grinding marl and estimates on hoisting machinery are wanted by Heller & Barnes, Beebe, Ark.

Iron Pickers.—Points.—C. B. Strouse, Salem, Va., wants information as to where malleable iron picket points can be purchased.

Lathe, etc.—A spoke and axe handle lathe, tenoning machine and a fallow saw are wanted by Jarratt & Bro., Center, Texas.

Lath Mill.—Prices on a gang lath mill are wanted by Horton & Ware, Anniston, Ala.

Laundry Machinery is wanted by H. H. Evans & Co., Greensboro, Ala.

Looms.—Looms for manufacturing mat-

ting from rushes will be wanted by J. Bray, 937 H street N. W., Washington, D. C.

Match Machinery.—The Charlotte Broom Works, Charlotte, N. C., want prices on match machinery.

Paper Mill Machinery.—James H. A. Shaver, Freeland, Md., will erect a new paper mill, and wants to purchase a double cylinder paper machine 48 to 56 inches, four beating engines with a capacity of 400 or 500 lbs. per day, one 40 horse-power return tubular boiler, one 60 horse-power boiler, one 20 horse-power steam engine, one 60 horse-power steam engine and other machinery for manufacturing manilla and straw wrapping paper. Second-hand machinery preferred if in good order.

Planing Machinery.—W. S. Henderson, Adairsville, Ga., wants to purchase planing machinery with a daily capacity of about 6 M feet.

Rails, Spikes, &c.—Proposals for 72 tons of 16 lb. steel rails, 2 1/2 tons spikes, 1/2 ton of splice bars, 6,000 sawed oak ties, etc., will be received by P. Jones, Decatur, Ala.

Roller Mill Machinery.—The Hunt County Co-operative Milling Association, Greenville, Texas, are receiving bids for furnishing machinery for a 100 barrel flour mill.

Saw.—P. H. Whiteside, Iman, Ga., wants to purchase a cut-off saw.

Saw Mill, &c.—J. B. Willis, Walden, Ga., wants prices on a 10 horse-power portable engine, a 20 horse-power stationary engine, a 25 horse-power tubular boiler and a saw mill.

Street Sweeper.—Proposals for furnishing a one-horse street sweeper will be received until March 13 by the Board of Public Works and Affairs, Nashville, Tenn.

Tinware Machinery, &c.—Catalogues of machinery for manufacturing tinware, cornice work, etc., are wanted by Webb, Stevenson & Co., Nashville, Tenn.

Water Works.—The mayor of Paris, Ky., will receive propositions for building water works.

Water Works.—The Salisbury Water Co., Salisbury, Md., are receiving bids for building their works, previously reported.

Wood-working Machinery is wanted by J. S. Rawlins, Eureka Springs, Ark.

Water Works to be Built.

BATESVILLE, ARK., Feb. 28, 1888.

Editor Manufacturers' Record:

A company is being organized to erect water works here; also a company to construct a street railway. F. D. DENTON.

To Build Water and Lime Works.

KEY, ARK., March 1, 1888.

Editor Manufacturers' Record:

Myself and others have made up a \$12,000 stock company for the purpose of establishing water and lime works at Rogers, Ark., and we contemplate having the water works in operation by the 1st of May, and the lime works just as soon as men and money will do it.

J. A. C. BLACKBURN.

NASHVILLE, TENN., March 2, 1888.

Editor Manufacturers' Record:

Cornelius Vanderbilt has just given \$30,000 to increase the facilities of the engineering department of Vanderbilt University, Nashville, Tenn. The donation will be used for the erection and equipment of another shop building, which is rendered imperative by the crowded condition of the present buildings due to recent rapid increase in attendance. The building will be of brick with stone trimmings. Will have a frontage of 100x40 feet, three stories, with a one-story forge and foundry shop projection of 70x40 feet.

O. H. LANDRETH.

Brick Yard to Be Started.

HUNTSVILLE, ALA., Feb. 27, 1888.

Editor Manufacturers' Record:

We have sold our saw-mill, planing mill and stock to D. E. Evans, who will remove here from Gainesville, Ga. He will establish a brick yard, and do general contracting work and furnish supplies.

MATHEW & MYERS.

Proposals for Erecting Courthouse Wanted.

ABBEVILLE, LA., March 1, 1888.

Editor Manufacturers' Record:

The police jury of Vermilion Parish, La., contemplate the speedy erection in this town of a brick courthouse to cost about \$22,000. The probabilities are that the contract will be let by May 1. Full particulars may be obtained by addressing

W. W. EDWARDS,
Chairman Courthouse Building Com.

Machine Shop and Foundry.

ANDERSON, S. C., March 3, 1888.

Editor Manufacturers' Record:

I have erected my machine shop and supplied it with new tools throughout, such as lathes, drill presses, planers, etc., and am now ready for work. I will soon have my foundry in operation.

R. F. DIVVER.

COLUMBUS, GA., Feb. 29, 1888.

Editor Manufacturers' Record:

I intend to build within the next three or four months a brick addition to my printing office and paper box factory. The same to be about 40x32 feet and three stories high.

THOS. GILBERT.

MEMPHIS, TENN., Feb. 27, 1888.

Editor Manufacturers' Record:

We have incorporated the Ellis Numbering Automator Co., to manufacture patent numbering machine to be used on printing presses.

CHAS. S. ELLIS.

C. R. MAKEPEACE & CO.
ARCHITECTS and MILL ENGINEERS
PROVIDENCE, R. I. Plans, Specifications and Estimates furnished for Cotton and Woolen Mills.

LOCKWOOD, GREENE & CO.

MILL ENGINEERS,
NEWBURYPORT, MASS.

PLANS AND SPECIFICATIONS FURNISHED FOR THE CONSTRUCTION, EQUIPMENT AND ORGANIZATION OF COTTON AND WOOLEN MILLS.

H. H. NEILSON.

E. E. MASTERMAN.

R. H. Neilson & Co.
REAL ESTATE

Abstract Agents
Bond and Stock Brokers,
Tuskaloosa, Alabama.

Ten years' experience in handling Southern lands. Coal, iron and pine lands a specialty. Refer with permission to F. S. Moody, president First National Bank; J. H. Fitts, president Castle Hill Land Co., and Fitts' Bank.

Office up Stairs, Over Spiller's Store.
Well posted in coal and pine lands.

D. W. K. PEACOCK,
Real Estate Agent,
CARTERSVILLE, GA.
Minerals a Specialty.
Refers to THE HOWARD BANK, Cartersville, Ga.
J. W. RANKIN, Atlanta, Ga.

GREEN FOREST,
Rockbridge County, Va.

Best location in the State for a Furnace. Vast beds of rich Buena-Vista iron ore at hand. Coke at less than three dollars per ton. Eight acres for a site offered FREE on the S. V. R. and the R. & A. Railroad. Best location for a Paper Mill. Supply of soft wood unlimited. Two acres FREE for a site. Best location for a Woolen Mill. One acre FREE for a site. Large water power available. Write to

H. C. MOONAW.

West Point, Va.

A growing town. Property increasing in value. Factories invited. New enterprises exempt from taxation.

Splendidly located on York river.

Steamer lines to Europe, New York—Baltimore, &c.

Oysters and fish in unlimited abundance. Surrounded by the great fruit and trucking country of Virginia. For any particulars desired, address,

E. WILKINSON, MAYOR.

Georgia Lands
AND
Investments.

30,000 ACRES valuable Mineral and Hard-Wood Timber Lands in Northwest Georgia for sale. Gold, Silver, Copper, Lead, Pyrites, Iron, Manganese, Mica and Marble abound on these lands. The North Georgia Land Co. has just organized to handle these lands of untold wealth. Some stock can be bought at bottom figures if taken now. For full particulars apply to

WALKER BROS.,
COLUMBUS, GA.

JACKSON, Miss.

The Capital of the State, is centrally located on Pearl river.

The Illinois Central Railroad crosses the Vicksburg & Meridian (a part of the Queen & Crescent System) here. The Natchez, Jackson & Columbus Railroad ends here at present. This is also the terminus of what is known as the Yazoo Valley Branch of the I. C. R. R. JACKSON is likely to be the terminus of one, perhaps two other roads in the near future.

The Pearl River bottoms are covered with fine timber,—Pine, Cypress, Ash, Poplar, Hickory, White Oak and Gum, which can be floated to our door.

The Climate is Delightful,
and the soil well adapted to Horticulture, Hay, Grain and Cotton.

A Board of Trade, recently organized, composed of a large number of our best business men, are determined to

Encourage all Kinds of Manufactories.

They will subscribe liberally, and cordially invite capitalists desiring investments to examine our resources and opportunities.

For information on these and other subjects address

P. W. PEEPLES,
Pres't Board of Trade.

To Build Street Railroad.

BATESVILLE, ARK., Feb. 27, 1888.

Editor Manufacturers' Record:

The Batesville Street Railway has been duly organized according to the laws of this State. We expect to build in a short while, use first-class material, equip with latest and best rolling stock and do a freight and passenger business. The length of road is 1½ miles to begin with, with an additional prospective mile. Have not decided on power, whether mule or electric motor.

A. A. WEBBER,

Machine Shop and Foundry to Be Built.

PARIS, TEXAS, Feb. 28, 1888.

Editor Manufacturers' Record:

We want a full outfit of machinery for a first-class machine shop and foundry—engine boiler to be 20 horse-power; also 75 squares of iron roofing.

PARIS FOUNDRY AND MACHINE WORKS.

MIDDLEBURG, FLA., Feb. 25, 1888.

Editor Manufacturers' Record:

I am building a saw, planing and grist mill, or rather rebuilding, as I have been running a small concern here 4 years, just supplying the local demand and only running part of the time, but am preparing to do some shipping; will be ready to run in about a month; have building about 40x90, and capacity 2 to 5 M feet per day.

A. H. MOSS.

Canning Factory.

LYNCHBURG, VA., Feb. 29, 1888.

Editor Manufacturers' Record:

I am now erecting the buildings for a canning establishment. I expect to put up about 7,000 cases of pears, apples, berries, &c., tomatoes and other vegetables.

A. E. WILLIS.

Interesting to Travelers South.

The section of the South attracting by its wonderful development and prosperity the attention of the whole world is traversed by the Queen & Crescent Route, (Cincinnati Southern and Associate Roads) Express trains, the fastest in the South, leave Cincinnati daily at 7:55 A. M. and 8:00 P. M. for Chattanooga, Birmingham, Atlanta, Decatur, Gadsden, Tuscaloosa, etc. When going South, do not fail to procure from your nearest agent tickets which read via Cincinnati and the Queen & Crescent Route. Inquiries promptly responded to by H. Colbran, General Passenger Agent, Cincinnati.

CHEAP FARMING LANDS SOUTH

It is a recognized fact that the cheapest farming lands in America to day are in the South, and men of much or moderate means looking for real estate investments, or permanent homes, should not fail to visit the following points, where so many northern people are now settling, viz: Jackson, Tennessee; Aberdeen and Jackson, Mississippi; Hammond, Crowley, Jennings, Welsh and Lake Charles, Louisiana. Round-trip tourist tickets, limited to June 1st, 1888, with stop over privileges south of Cairo, Illinois, are on sale to New Orleans, Jennings and Lake Charles. For rates apply to nearest ticket agent, and be sure your tickets read via the Illinois Central Railroad from Chicago or St. Louis. For pamphlet entitled "Southern Home-Seeker's Guide," and circulars concerning the above named points, address the undersigned, at Manchester, Iowa.

J. F. MERRY.

Gen. West. Pass. Agt.

FOR SALE.*The Complete Plant of the***ALLEDALE COTTON MILL**

of Lancaster, Pa., consisting of three thousand Spindles and one hundred Looms, all in perfect running order, with all necessary supplies and fittings. Terms satisfactory to purchaser. Correspondence solicited.

WILSON & BRADBURY,

217 Chesnut street, Philadelphia, Pa.

SEALED PROPOSALS will be received by the Sewerage Committee of the Board of Aldermen of the City of Raleigh, N. C., at the Mayor's Office of said City, until 3 o'clock P. M. April 2d, 1888, for furnishing the materials and constructing the proposed system of pipe sewers for said City, maximum extent twenty (20) miles.

Copies of the general plans and specifications, forms of proposals and instructions to contractors may be obtained from the Chairman or Engineer of the Sewerage Committee. The Committee reserve the right to reject any or all bids.

J. L. LUDLOW,
Engineer.C. G. LATTA,
Chairman of
Sewerage Committee.**Furniture Factory for Sale.**

We offer for sale at a low price and on easy terms the furniture factory of Boyd and Caswell, on West Cumberland street and Second creek.

The above property consists of about three acres of ground, fronting about 200 feet on Cumberland street, all of which lays well, is accessible to the city, to the railroad and to water for steam purposes, and is available and desirable for the purpose for which it is now used; the brick factory building and three story framed finishing rooms and warehouse, together with all the machinery and fixtures of a well equipped furniture factory.

The factory has a large, well established trade, about one-half of the output finding ready sale in this city.

Full particulars, price and terms, may be had on application to

FRENCH & ROBERTS,

55 Union Street, Knoxville, Tenn.

For Sale Cheap**Valuable Factory Property.**

I OFFER FOR SALE, on satisfactory terms, the FACTORY PROPERTY in Greensboro, N. C., known as the

NORTH CAROLINA

Coach Material Co.'s Mills,

Consisting of Brick Factory, two stories, 45x60 feet; Frame Factory, adjoining two stories, 60x60; three Brick Dry Houses, each 25x40, filled with Steam Pipes; Stone Engine, 20x34; Brick Boiler House, 25x45; one Spoke Shed, 25x150; one Spoke Shed, 25x40; one Warehouse, 30x50; one Warehouse 40x100; Saw-Mill Building, 40x100, with Engine and Boiler-Room attached; a Battery of Five Boilers, 180-horse power; one large Engine, 100 to 120-horse power; one main line of Shafting and Pulleys, complete.

This Property is located in the best section of the United States for all kinds of HARD-WOOD TIMBER, and within easy reach of the Pine Regions of North Carolina. There are about four acres of ground, making it a very desirable location for a WAGON FACTORY, LUMBER YARD AND PLANING MILLS, SASH, DOOR AND BLIND FACTORY, FLOURING MILLS, OR COTTON MILLS.

This Property is situated near the junction of the R. & D. R. R., N. C. R. R., C. F. & Y. V. Railway and Salem R. R., having side tracks connecting with each of these roads, running into our yards.

For further particulars apply to

THOMAS McMAHON.

RICHMOND, VA., OR
GREENSBORO, N. C.**Cotton Machinery FOR SALE.**

Needing the room for our waste business, we offer for sale our yarn machinery, composed of lappers, cards, railway heads, drawing, roving, spinning, spooling and twisting frames, warpers, reels, ball-winders, rope machine, yarn-tester, with shafting, hangers, pulleys, belting, bobbins, spools, cams, &c., &c., &c.—a complete carpet warp mill in every particular. We have 2,400 spindles, two-inch rings, capable of producing thirteen thousand pounds of carpet warp in sixty-six (66) hours. The machinery is in splendid condition, and can be seen at work at our mills, in the city of Augusta, Ga., until May, to which time we are under contract to one party for the entire product of the mill. The yarn made on this machinery stands second to none in the Eastern markets, which evidences the condition of the machinery. This is a rare opportunity to secure a completely equipped mill, with everything ready at hand, at much less expense than new machinery alone would cost. This machinery was all new less than seven years ago.

For further particulars apply to

THE RIVERSIDE MILL,

AUGUSTA, GA.

Receiver's Sale.

ATLANTA MACHINE WORKS AND FOUNDRY.

UNLESS SOONER DISPOSED OF, THE above works will, under the order of the Superior Court of Fulton county, and subject to confirmation by the same, be sold to the highest bidder on WEDNESDAY, the 28th DAY OF MARCH, 1888, at 12 o'clock noon upon the premises.

Lot of land, nearly two acres, only 800 yards from center of Atlanta, fronting on Hunter and King streets and the Georgia railroad, with spur tracks directly into the grounds. Largest works in Atlanta, commanding the trade of the entire South! The most complete plant in the South for manufacturing every variety of machinery, including engines, boilers, marble-cutting and gold-mining machinery, with other specialties, the demand for which is daily increasing. Substantial brick buildings with metal roofs. Apply soon for a bargain and easy payments. For full particulars address

W. H. SMYTH, Receiver.

STEEL RAILS

COMPLETE OUT-FIT FOR

Logging, Mining and Plantation

RAIL AND TRAM ROADS.

Light Sections Rails and Spikes in stock.

Locomotives, Logging Cars, etc.

NEW AND SECOND HAND.

HUMPHREYS & SAYCE,

OFFICE NO. 1 BROADWAY, N. Y.

FOR SALE—SECOND-HAND**Railway Equipment.**

We offer the above at low prices for cash or on easy terms or Car Trust; or will exchange for good securities. Whether you wish to buy, sell or trade, it will pay you to write us for full particulars.

THE NEW YORK EQUIPMENT CO.

Successors to Walkley & Co.

10 WALL STREET, NEW YORK.

JAMES IRVING, Pres.

L. V. WALKLEY, Secy.

FOR SALE CHEAP.

One No. 0 Buffalo Forge, with water tank for power; new.
One No. 1 Keystone Forge; second hand.
Two No. 1 Delamater Pressure Pumps, 1-inch suction, 14-inch discharge; new.
One No. 5 Blake Pressure Pump, 2½-inch suction, 8-inch discharge; second hand.
One Power Boiler Plate Punch, punches ¾-inch hole; second hand.
One 32-in. by 32-in. by 9 ft. Bed Planer; second hand.
One 12-inch Shaper, New Haven Co.'s make; used one month.

Complete Steam Laundry Outfit; used 3 months.

One No. 6 Friedman Injector.

One 8 horse power Lawson Gas Engine.

One Combined Engine and Boiler, 3 horse power.

One 8 horse power Vertical Engine.

One 5 horse power Vertical Engine.

One 8 horse power Vertical Engine.

One 12 horse power Vertical Engine.

One 6 horse power Vertical Marine Engine.

One 12 horse power Horizontal Engine and Boiler.

One 25 h. p. Portable Engine and Boiler, on skids.

One 8 horse power Horizontal Engine and Vertical Boiler combined.

One 8 horse power Yacht Boiler.

One 12 horse power Vertical Boiler.

One 15 h. p. Vertical Boiler, with submerged tubes.

One 50 horse power Stationary Tubular Boiler.

One 50 to 60 horse power Automatic Engine.

One lot of Gold Mine Mach'y; used but a short time.

One latest Patent Quilter; second hand.

One Beater and Lapper; second hand.

One 28-inch Picker; second hand.

Four 31-inch Cotton Cards; second hand.

Pair of Hoisting Engines, 6½x28 in. Cylinders on bed plate 55½ feet, second hand.

MACHINIST AND MILL SUPPLIES.

WM. C. CODD,

2010 and 2012 Aliceanna Street,

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The Model City.

Anniston as a Type of the Solid and Substantial Progress and the Brilliant Future of the South.

[Editorial correspondence MANUFACTURERS' RECORD.]

ANNISTON, ALA., March 3, 1888.

The solid and substantial character of the South's industrial progress, its ever widening diversity and its brilliant promise, can probably in no way be better illustrated and made so plain than the way-faring man, even though he be a doubting Thomas, can be made to appreciate it, than by taking this town of Anniston as a type. In itself Anniston emphasizes and illustrates all these points. Its growth is as solid as the everlasting hills that encompass the beautiful valley in which it is located. The diversity of its enterprises and the prosperity of all of them show how the South can take its own raw materials, its iron, its coal, its timber and its cotton, and carry them forward through every process of manufacture until the finished products in their highest state are turned out; and its future is as brilliant as the heart of man could desire. Let us, therefore, take Anniston as a type of what the South has already done and what its prospects for the future are.

Anniston has been built up on iron—its furnaces, its car wheel and axle works, its rolling mill and forge and kindred industries have been the basis of its growth. Its iron industries have been in operation long enough to test their stability, and to prove that its furnaces can run through the worst industrial depressions and still make money.

In 1872 the Woodstock Iron Co. was organized by Messrs. Tyler and Noble and a few associates, with a capital of \$140,000. They built a 50-ton charcoal furnace in 1873, which proved so profitable that in 1879 they built a second. In 1881 the same people organized a separate company, with a cash capital of \$250,000, and built a cotton factory of nearly 12,000 spindles. Owning all the surrounding property, they laid out the site of what was to be a model town, but they sold no land, preferring to hold it all until the future town was in good shape, and it was not until 1883 that the place was thrown open to the public. In 1882 they established extensive car wheel works, then they macadamized the streets and built water works, electric light works, schools and churches, including a beautiful \$40,000 church. All these things they paid for in cash, issuing no bonds or notes and incurring no debts for the city. Then they built two more furnaces and added to this by building that wonderful Anniston Inn, which is the marvel and admiration of every visitor, and which cost \$200,000 in cash. And thus they kept on improving the town until it was estimated three years ago that they had spent nearly \$2,000,000 in cash in building these new industries, laying out and perfecting this town. After that they built extensive car works, car axle works, etc. As they went along carrying out these gigantic enterprises they paid the cash for them. In 1886 they concluded that a 60-mile narrow gauge railroad to open up a new territory would do Anniston good, and so they built it at a cost of \$750,000 and paid for it. For two years they kept four men out hunting the country for the pick of mineral and timber lands, and as rapidly as they found what they liked they bought it and paid for it until they had between 50,000 and 75,000 acres of the best properties that could be discovered. In the latter part of 1886 they determined to build two coke furnaces, to cost \$500,000, to turn out 100,000

tons of iron a year. Their other four furnaces make charcoal iron. After deciding on this, and before giving out contracts, they placed \$500,000 in bank to the credit of the new furnaces. To run coke furnaces requires coke, and not being willing to depend upon the open market for a supply of this fuel, they made a careful investigation and found that the Cahaba Coal & Iron Co., owning 30,000 acres of the very best coking coal and then mining 700 tons of coal a day, could be purchased if enough money was offered; and so they put \$1,500,000 into the purchase and development of this immense property to make it tributary to Anniston's prosperity. New mines are being opened to enlarge the coal output to 3,000 tons a day, and several hundred coke ovens are under construction. Thus, with an assured coke supply and an annual output of about 100,000 tons of iron from their new furnaces, it was deemed wise to establish diversified industries to consume this iron at home, and so a local company was at once formed with a cash capital of \$300,000, to build gas and water pipe works adjacent to the furnaces. These works are now under construction; they will probably be the largest in the United States; they will employ 900 hands and turn out 200 tons of iron pipe a day. About that time it was decided that, by building a short railroad, to cost \$1,000,000, Anniston would be brought into closer connection with the West and the time of travel to Cincinnati and other points reduced several hours. A local company was formed and the million dollars raised, in fact, we have heard it said that the amount was secured in one day. This road is now rapidly nearing completion. Not long since, the managers of the United States Rolling Stock Company, of New York, a \$4,000,000 concern, were so charmed with Anniston's advantages that they offered to establish immense car works, to employ 1,000 skilled mechanics, provided the present car works and car wheel and axle works could be secured as a nucleus at \$225,000; and that to the cash capital of \$1,000,000, Anniston people would contribute \$150,000, making a total from Anniston (including the present car works) of \$375,000. The owners of the car and car wheel and axle works agreed to merge their establishments into this immense enterprise on the basis agreed upon, and then the other \$150,000 was promptly raised.

All these enterprises have been developed and these immense mineral and timber properties, aggregating about 100,000 acres, purchased *without incurring any debts or issuing any bonds*. In fact, as Mr. Noble, the general manager of the Woodstock Iron Co., stated to the writer recently, "we have paid cash for all these industrial enterprises, these lands and these railroads; have cash in bank to build and run all the new enterprises under construction; pay our workmen in cash every week; have not issued a note or a bond; there is not a piece of debt-bearing paper in existence with our endorsement; we do not even discount the notes received in payment of our iron, and if every bank in the United States were to fall not a piece of paper with our signature on it would be returned to us."

Can the industrial history of the world furnish a parallel to this more than marvellous attestation of Southern progress, as typified in Anniston? It has all been accomplished in 14 years, and the greater part in less than one-half of that time. It seems almost beyond comprehension, and yet it is true. It demonstrates as nothing else could do, the substantial and solid character of the South's wonderful industrial growth.

These facts show the solid character of the South's industrial growth. Let us look at its diversity.

Anniston is literally built on iron ore, and in cutting streets through the hillsides large masses of fine ore are taken out and sent to the furnaces. Within the city limits there is a great hill, almost a mountain side of iron, from which the Woodstock Company have been digging ore since 1873, and yet they have scarcely leveled down more than 7 or 8 acres. There is no delving into the bowels of the earth to bring up ore by expensive machinery. It is only necessary to dig it out of the hillside and dump it into the carts. From this ore is made the celebrated Woodstock iron, which has such a wide reputation. From Anniston's furnaces it goes to Anniston's car wheel and car-axle works, machine shops and foundries. It is made into car-wheels and axles that have a national reputation. Home consumption of Southern raw materials is here aptly illustrated.

Two immense furnaces, to cost \$500,000, are, as we have already said, under construction. It was but a few years ago when the machinery necessary for such a gigantic plant as this could only have been secured in the North or West, but now Anniston builds the machinery that is to run these great furnaces that will soon be turning out iron at the rate of 100,000 tons a year. The 36 boilers and the five 900 horse-power engines are all the product of Anniston's works, and even the fire brick are produced in Anniston from Anniston clay. Some idea of the magnitude of this plant can be obtained from the fact that it will require five 900 horse-power engines, or a total of 4,500 horse power, and that the material used and the iron produced by these two furnaces alone will furnish about 700,000 tons of freight a year, equal to 35,000 car loads, or but little less than one-half as much freight as the entire cotton crop of the South. And then take the great car works; they will build both freight and passenger cars. The lumber obtained in the surrounding forests will furnish the wood work; the wheels and axles will be made from Anniston pig iron, and everything, even the bolts, nuts and springs, that is used in building cars will be made right in these works, excepting the tin for the roofing and the nails. Is it possible to better illustrate the increasing diversity of Southern industry and the disposition to carry forward the manufacture of iron from the ore to the finished product, ready for its final use, than by the facts here given?

Of Anniston's beautiful location in the mountains, its delightfully dry and bracing climate, its pure water from artesian wells, it is needless to write, for all these points are widely known, and they have materially helped to build up its reputation as a charming place for a home, as well as an excellent location for business. Anniston has a steel bloomery in successful operation, one of the largest cotton mills in Alabama, which finds a market for much of its product in China, machine shops and foundries, fire brick works, etc., and is now building agricultural implement works, an electric street car line, and other enterprises in addition to the furnaces, car works, etc., of which we have already given particulars. It is fast becoming a leading railroad center, now having the East Tennessee, Virginia & Georgia system, the Georgia Pacific, the Anniston & Atlantic roads. The Anniston & Cincinnati, a 30-mile road now being built by Anniston capitalists, will be completed in a few months. This has been pronounced one of the best built roads ever constructed in America. It is said to have already an assured freight business of 1,000,000 tons a year, besides what must inevitably be developed in the future. It opens up a splendid country, and brings Anniston into close and direct con-

nection with New Orleans on one side and Cincinnati and the Northwest on the other by means of the New Orleans & Texas Pacific Road. The machine shops, round-house, etc., of this road will be at Anniston. The Anniston & Atlantic, a narrow-gauge road of about 60 miles, owned by Anniston people, will, it is understood, be extended to the great Cahaba coal fields on the south and to Huntsville on the north, where it will strike the Louisville & Nashville system. This road would have a dozen or more furnaces on its line, and the amount of freight would thus be very great at the very start. Arrangements are being made for the extension of the East & West road to Anniston, and this will doubtless be under way in a few months, the surveyors now being in the field.

There is great activity here in building operations, and stores and dwellings are going up in every direction; but still there is room for many more, as the demand far exceeds the supply. No better investments can be made than in building houses, for sale or rent, and while the profits are large there is no risk whatever, because the future of Anniston is assured. The concentration of wealth creating materials, the soundness of the growth already made, the absolute certainty of rapid and continued development, make investments in buildings safe for all time to come. There is room for many new industries, large and small. A rolling mill is needed, a flour and grist mill would find a profitable opening, machine shops, nail mill, horse-shoe works, a cotton mill and similar enterprises are needed; but greater probably than the need of these is the need of small factories, such as spoke and handle factories, chair factory, wood-working establishments generally, steam laundries, broom factory, canning factory, shoe factory, and the hundreds of small industries that are at the foundation of the vast wealth of New England. There is an opening here for any or all of these enterprises.

While Anniston has three banks, there is room for others, and a well managed bank would at once secure a good business. The First National Bank, on a capital of \$100,000, has paid regular dividends and accumulated a surplus of about \$200,000. Its stock cannot be purchased even at \$300 a share. The new furnaces and other enterprises that will be completed in a few months will add \$75,000 to \$100,000 a week to the volume of business, while other enterprises that are to be started, the new stores and wholesale houses, will all help to swell the banking business very materially.

These facts show what Anniston, a typical Southern town, is doing. They demonstrate the solidity, the permanency and the magnitude of the marvelous industrial growth that thrills the South, and which is changing villages into prosperous industrial towns, and towns into great and prosperous cities. The South has barely entered upon this era of development, and yet it has already astonished the world. Birmingham, Anniston, Chattanooga, Decatur, Sheffield and dozens of other towns are but the forerunners of this marvellous development, and mighty as has been the progress of these wonderful iron centers, their future is more brilliant than any have yet dared to predict. All honor to these pushing towns that are leading in the great march of Southern progress.

R. H. E.

THE report in the Birmingham papers, which was republished in the MANUFACTURERS' RECORD, that Mr. Samuel Thomas, who is now building a large furnace at Birmingham, had contracted for building two more, was premature, as Mr. Thomas writes us that he has no intention of building additional furnaces at present.

To Erect Wagon Factory.

STAFFORD, MD., Feb. 14, 1888.

Editor Manufacturers' Record:

I have been operating a flint mill for some time. I am now increasing its size. I expect also to erect a wagon factory at Stafford to make the Allen patent automatic self-locking wagons. My capacity will be a car load a day.

HORACE S. VOKES.

To Start Barrel and Canning Factories.

SALISBURY, N. C., March 1, 1888.

Editor Manufacturers' Record:

I expect to commence making barrels some time this summer, and would like to have price lists of machinery. Also expect to start a small canning factory. Would like to have price list of machinery for this also.

J. B. LANIER.

Will Add Water Gas Machinery.

MACON, GA., March 2, 1888.

Editor Manufacturers' Record:

We are going to add during the summer a water gas apparatus to our coal gas plant so as to be able to supply the demand for any kind of gas that may come. It will be merely an adjunct to our present works.

A. E. BOARDMAN, Supt.

Furnace to be Removed to Paducah and Enlarged.

ST. LOUIS, MO., Feb. 28, 1888.

Editor Manufacturers' Record:

A company has been organized under the laws of Kentucky, called Paducah Iron Co., with authorized capital of \$250,000. It is the intention to move the Nova Scotia Furnace, now located near Salem, Mo., to Paducah, Ky., and enlarge the same to a capacity of 90 to 100 tons per day. The movement will commence as soon as first assessment is paid in, which is expected to be paid on March 1. We hope to put the furnace in blast some time in September next. Our ore and limestone will come from Tennessee river, short distance from Paducah; Our fuel from Pittsburgh and Jackson county, Ill. We hope to use one-third coke and two-thirds Jackson county coal, known as Big Muddy Coal.

E. C. LACKLAND.

Soap Factory.

ATLANTA, GA., March 1, 1888.

Editor Manufacturers' Record:

We have established a stock company with \$50,000. Our plant has only a capacity of 60 boxes a day, but we propose in the next 60 days increasing that capacity to 250 boxes a day as our orders demand it. The firm name is Beil's Pure Soap Co.

J. L. BELL, Pres.

To Build Cotton Mill.

FORT MILL, S. C., Feb. 27, 1888.

Editor Manufacturers' Record:

The new factory to be built will spin only; and it is proposed to raise \$40,000 with which to build it. About \$25,000 have been subscribed. It will be built on the "co-operative" plan. The building will probably be started some time in May.

J. S. DRAKFORD.

To Build Cotton Mill.

STATESVILLE, N. C., Feb. 29, 1888.

Editor Manufacturers' Record:

The Statesville Cotton Mills have been organized with G. F. Shepherd as president; W. D. Turner, vice-president, and J. C. Irwin, secretary and treasurer. Will erect during this year a six thousand spindle mill, with looms to weave the products.

G. F. SHEPHERD, Pres't.

Contemplate Moving Works South.

JACKSON, MICH., Feb. 27, 1888.

Editor Manufacturers' Record:

No doubt we will move our works (saw mill machinery) South; as yet have not decided what locality.

RODIVAUGH, GUNNISON & Co.

Contracted to Build Cotton Mill.

GREENVILLE, S. C., Feb. 27, 1888.

Editor Manufacturers' Record:

We have the contract for building, furnishing all material and completing the new mills for the Piedmont Manufacturing Co.

CAGLE & DAVIS

Machine Shop and Foundry.

TUPELO, MISS., Feb. 25, 1888.

Editor Manufacturers' Record:

I am building a machine shop and foundry at this place. Hope to be in operation on or before 1st of April.

R. G. READING.

Starting Tool Works.

CHARLESTON, S. C., Feb. 28, 1888.

Editor Manufacturers' Record:

I am building a large tool work shop in this city for the manufacture of special machinery, tools, &c., and have already commenced operations.

L. T. PARSONS.

To Manufacture Woolen Goods.

MT. AIRY, N. C., March 3, 1888.

Editor Manufacturers' Record:

I have purchased machinery to manufacture flannels, fancy yarns and gents' half hose. This machinery will be run in the Alpine Woolen Mill, owned by J. F. and W. A. Moore. They also intend adding some more looms for the manufacture of fancy cassimeres.

MATT D. MOORE.

Will Build New Paper Mill.

FREELANDS, MD., March 3, 1888.

Editor Manufacturers' Record:

I am about to put up a new paper mill, and want to get a good second-hand paper machine, double cylinder machine from 48 to 56 inches wide, but prefer one 56 inches wide. Want four beating engines, carrying capacity about 400 or 500 pounds of dry paper; one 60 horse-power boiler, and one 40 horse-power return tubular boiler; one 20 horse-power steam engine; one 60 horse-power steam engine, and all other necessary machinery for a manilla and straw wrapping paper mill. Second-hand machinery is preferred, if in good order.

JAMES H. A. SHAYER.

Contracted to Build 40 Miles Railroad.

CHARLOTTE, N. C., Feb. 29, 1888.

Editor Manufacturers' Record:

We have contracted to do grading, trestle, bridge and mason work on South Carolina division of C. K. & W. R. R., about 40 miles. Greenville, S. C., will be our headquarters.

A. TANNER.

Woolen Mill Projected.

MONTICELLO, ARK., Feb. 24, 1888.

Editor Manufacturers' Record:

I have been endeavoring to organize a stock company at this place, whose object was to erect a woolen mill here. I think that I will succeed without any trouble. Our capital stock is to be \$12,000.

F. M. BAXTER.

CHATTANOOGA, TENN., March 2, 1888.

Editor Manufacturers' Record:

Am building church at Murfreesboro, Tenn., cost \$20,000; residence cost \$3,000.

H. E. JACKSON.

**A STENOGRAPHER
—AND—
TYPE WRITER**

Now holding responsible position in office of a leading Northern Railroad Company, wishes to remove South. A position in railroad, bank or business office desired. Highest references given. Address

V, Care Editor Manufacturers' Record, BALTIMORE, MD.

**ELIAS EDMONDS,
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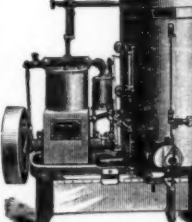
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A Perfect Success.



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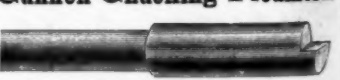
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These Reamers will remove more stock than any other. They only require a hole large enough to carry away the chips, as they will cut to the center, and make a perfect hole.

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The Richmond Locomotive & Machine Works,
RICHMOND, VA.



ESTABLISHED IN 1865.
The Richmond Locomotive & Machine Works, Richmond, Va., has the honor to announce that it has just received from the West End and Atlanta Railroad Company, a new and improved locomotive, No. 1, which is now in operation on the West End and Atlanta Railroad. This locomotive is of the latest and most approved design, and is capable of pulling a heavy train at a high rate of speed. It is also fitted with the latest and most improved machinery, and is in perfect condition for service. The Richmond Locomotive & Machine Works, Richmond, Va., is the only place in the South where such locomotives are built, and is the only place where they can be repaired and overhauled. The Richmond Locomotive & Machine Works, Richmond, Va., is the only place in the South where such locomotives are built, and is the only place where they can be repaired and overhauled.

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For Coal, Phosphate, Tan, Ore, Stone, &c.

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TO ANY DEGREE OF FINENESS.

Also Grains of all kind, Ear Corn, Beans, Peas, etc.

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Complete Pulverizing Plants Furnished.

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For Bones, Phosphates, Tankage, Ores, Clay, Fish Scrap, Salt Cake, &c.
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Pipe Cutting and
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For Pipe Mill and Steam
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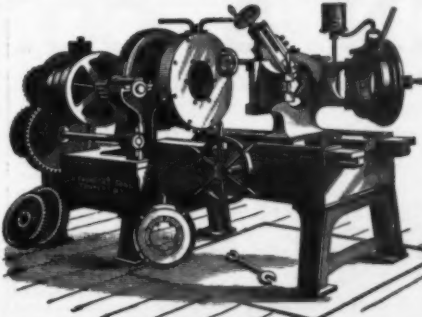
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STEAM AND GAS FITTERS
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INGOTS, CASTINGS & MANUFACTURES.

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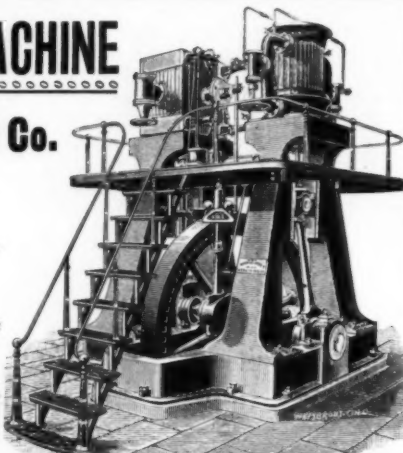
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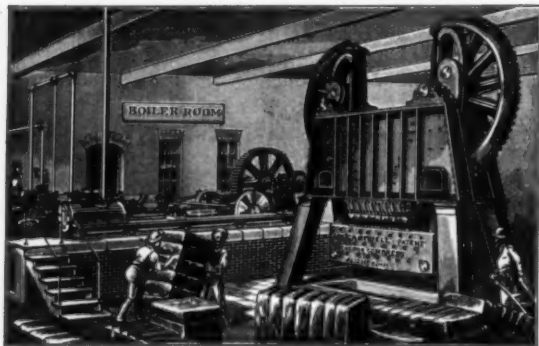
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PROMPTLY EXECUTED.



The Improved Arctic with Corliss Engine.

The Campbell Cotton Compress Co.



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Cheapest and Most
ECONOMICAL.
The Campbell Compress is the only machine that will run on small lots of cotton at a profit. Adapted to a small market. It does work equal to the best, and costs but one-half. Fully guaranteed. Correspondence solicited. Address
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Sheet Metal Work
ORNAMENTS, STATUARY,
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BRASS, COPPER & ZINC
Galvanized Iron Cornices,
Window Caps, Finials, Etc
—Manufactured by—
BAKEWELL & MULLINS, Salem, O.

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Fine Cut Work
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The Globe Incandescent Lamp.

A 400 Candle Power Coal Oil Burner which will brilliantly illuminate a room 50 feet square.

For Lighting Storerooms, Hotel Offices, Dining Rooms, Halls, Churches, Restaurants, Saloons, etc.

Wick 12 inches in circumference.

Reservoir holds 15 pints.

Costs less than 2 cents per hour to operate.

The wick is raised by a vertical movement without hatches or rollers.

Produces a Soft, Steady, Golden Illumination at about one-third the cost of gas.

Affords the convenience of but one reservoir to fill and one globe to clean.

Specially adapted for lighting factories where a powerful STEADY light is required.

TWO GLOBE LAMPS will produce as much light as one arc electric lamp, and will illuminate a room with greater satisfaction, requiring no machinery.

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THE STANDARD LIGHTING CO. 110 to 120 Perkins Avenue, CLEVELAND, O., U.S.A.

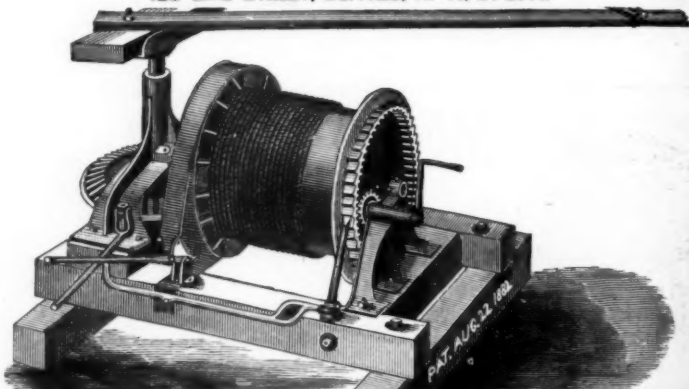
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WANTED.—A good Agent in every Southern city to handle our Lamps and Vapor Stoves. Correspondence Solicited.

THE CONTRACTORS' PLANT MANFG. CO.

129 ERIE STREET, BUFFALO, N. Y., U. S. A.



The illustration represents a Horse-Power Hoisting Winch. It is designed for mining purposes or raising coal or water out of a shaft. It will raise a bucket or weight weighing seven hundred pounds seventy-five feet per minute. The machine is made entirely of iron and steel excepting the sills, and is not affected by dry or wet climates. The hoisting drum is under complete control of the man at the shaft, landing the bucket by operating the levers at hand, and by which means the drum can be thrown in and out of gear as will when the horse is in motion, or the bucket lowered by the brakes as safely and conveniently as by a steam power hoist. No clutches to throw out or in gear. The drum will carry 500 feet or more of 1/4 inch wire rope. The machine is SMALL, LIGHT, EASILY HANDLED and DURABLE, sufficiently strong to do the desired work, and so perfectly simple that it can be readily understood by any miner or person inexperienced with machinery. There is a safety attachment on the end of drum in case of an accident, the dog always being in gear when the bucket is being raised. Easily transported; can be made in sections small enough for mule-back transportation if desired.

We Also Manufacture Horse-Power Hoist for Railway Contractors, Bridge Builders and Quarrymen.

Correspondence Solicited. Illustrated Catalogue furnished on application. Mention this paper when you write.

BUCYRUS FOUNDRY & MFG. CO.

BUCYRUS, OHIO.

Builders of—

Steam Shovels,

Steam Dredges,

WRECKING CARS.

IMPROVED BALLAST UNLOADERS \$175.00

ALABAMA'S GREAT MINERAL WEALTH

SURROUNDS THE

★ CITY OF TALLADEGA, ★

Which, according to statistics, is the **MOST HEALTHFUL CITY IN ALABAMA**, and the **County Seat of Talladega County**.

THE CITY HAS A POPULATION OF 5,000, AND ITS POPULATION IS RAPIDLY INCREASING.

TALLADEGA is on the main line of the E. T. V. & G. Railroad, the A. & A. Railroad, and is the present terminus of the T. & C. Railroad. Work is rapidly progressing on the Birmingham & Savannah Air Line Road, between Birmingham and Savannah, and within twelve months this road will be completed via Talladega from Birmingham to Savannah, which will place Talladega on the direct line from Birmingham to deep water on the Atlantic, making

TALLADEGA ONE OF THE BEST DISTRIBUTING POINTS IN THE STATE.

THE CITY HAS

AN EXCELLENT SYSTEM OF COMMON GRADED SCHOOLS,

With a scholastic population of 500, and **THE MOST COMMODIOUS AND ATTRACTIVE PUBLIC SCHOOL BUILDING IN THE STATE**. The main building is a three-story brick, slate roof structure, well ventilated, heated by steam; has accommodations and seating capacity for 500 pupils. This school is owned and sustained by the city. All branches of English literature, foreign languages, music, the sciences and art, are taught for a nominal tuition. Among other educational institutions are the following:

SYNODICAL FEMALE INSTITUTE, Property valued at \$50,000.

D. D. & B. INSTITUTE, Property valued at \$150,000.

BLIND INSTITUTE, (in course of construction,) property valued at \$150,000.

FOSTER COLLEGE, property valued at \$150,000.

No other city in Alabama has so many educational institutions and so many public buildings.

← TALLADEGA HAS THE MOST COMPLETE SYSTEM OF WATER WORKS IN THE STATE. →

The stand pipe has a capacity of 175,000 gallons, and into this reservoir a supply of fresh, clear, pure water is pumped every day from a large spring located in the heart of the city, which discharges over 2,000,000 gallons per day. The gravity pressure from this system is 90 pounds to the square inch in the business portion of the city. The city has broad streets, well macadamized and shaded with beautiful trees, and is well lighted with a **SUPERIOR QUALITY OF GAS**. Sixty fire plugs and forty gas lamps protect against fire and illuminate the streets.

A **LARGE FURNACE PLANT** gives employment to thousands of hands, and makes a high grade of chilled car-wheel iron from ores, limestone and coal within ten minutes haul by rail, or an hour's haul by wagon. **FOUR LARGE LUMBER MILLS**, with an aggregate daily capacity of 200,000 feet of lumber, cut from the long-leaved yellow Pine of this country. **FOUR BRICK YARDS** are in active operation. A SASH, DOOR and BLIND FACTORY, a FOUNDRY, MACHINE SHOP, FLOUR MILL, COTTON-SEED OIL MILL, and various other industries are in successful operation, and the TALLADEGA ICE CO. cools the thrifty population with pure ice at 50 cents per hundred. Another large furnace plant will be completed within the next ten months. A Spoke and Handle Factory and many other industries are projected, with a view to early completion.

Taxable property has increased 100 per cent, within the past twelve months. The rate of taxation is limited in the city charter to half of one per cent., and the city offers an exemption from taxation to all manufacturing enterprises for a period of ten years. The county of Talladega supplies more crude material, in the way of minerals and timber, than any other county in the State. Almost within the corporate limits of the city are extensive deposits of the highest grades of limonite ores, yielding 50 to 58 per cent. metallic iron, with only a trace of phosphorus, and limestone abounds in the greatest abundance. Coal is within twenty miles by rail.

THE TALLADEGA LAND & IMPROVEMENT CO. owns 5,000 lots suitable for residences, business and manufacturing, in and adjacent to the city. Lots are donated to manufacturing enterprises, and liberal inducements offered to actual settlers. SPRING LAKE PARK is owned by this company, and it is being made the most attractive resort in the State. The lake covers an area of seven acres, and is a beautiful sheet of clear spring water. Parties seeking a healthy climate, free from malaria and epidemics, and a prosperous city, are invited to visit Talladega. Address for maps, etc.

The Talladega Land & Improvement Co., Talladega, Ala.

ATHENS, East Tennessee

THE COMING

→ Iron and Manufacturing City of the South. ←

Athens is the county seat of one of the most fertile counties in East Tennessee. The health of the city is unsurpassed, and is **ABSOLUTELY FREE FROM ALL MALARIAL OR EPIDEMIC DISEASES**. The surrounding scenery is very fine. From the main avenue the whole valley of East Tennessee can be seen, from the Cumberland Mountains on the west to the Great Smoky Mountains on the east; some of the tallest peaks east of the Rockies being in full view. **FINE MINERAL SPRINGS** are adjacent and are popular summer resorts. The society of Athens is excellent. A cordial welcome is extended to all law-abiding people locating in the town. The **EDUCATIONAL FACILITIES** are good. Beside public and preparatory schools, Athens is the seat of **THE GRANT MEMORIAL UNIVERSITY**, which has an enrollment of over 300, and whose graduates include some of the most distinguished citizens in the country. Among the industries and institutions of the place in active operation are:

THE ATHENS BUILDING & LOAN ASSOCIATION, \$250,000. **THE ATHENS WOOLEN MILLS, \$100,000.**

THE FIRST NATIONAL BANK, \$50,000.—To be increased at once.

FOUNDRY & MACHINE SHOPS, \$25,000.

FURNITURE WORKS, \$15,000.

FLOURING MILLS, \$20,000, etc.

500 men are now at work on the new railroad from Athens to the

RICHEST IRON FIELDS IN THE SOUTH.

JUST EAST OF THE TOWN.

Only eight miles from Athens are **VEINS OF RED FOSSILIFEROUS ORE 11½ FEET THICK**, and 4 to 12 miles beyond are **THE LARGEST DEPOSITS OF BROWN ORES IN THE SOUTH**. The ores of both varieties, in addition to being inexhaustible, are both superior in quality to any ores of either variety at present mined in the South. An assertion that can be sustained. Coke can now be obtained at the lowest prices, and in addition a new railroad is now projected to the Cumberland Coal Fields, only 22 miles distant. These roads will give Athens **UNSURPASSED SHIPPING FACILITIES**. The road under construction will penetrate large deposits of Tennessee Variegated Marble; also an Unopened Timbered Region, and will develop the

Largest Colored Slate Deposits in the United States.

These quarries are now being opened, and are pronounced by experts Absolutely Inexhaustible, and equal in quality to the finest Vermont Colored Slate.

The ATHENS MINING & MANUFACTURING CO.

Have alone just contracted for the erection of over

\$500,000 IN NEW MANUFACTURING ENTERPRISES

At Athens, including a 100-ton Blast Furnace, cost \$200,000; Cotton Mills, cost \$150,000; Furniture Works, employing 200 men, cost \$100,000; Hotel, cost \$60,000; Water Works, Street Car Lines, &c. These improvements have been commenced which, added to other improvements projected, will add

\$1,000,000 OF NEW MANUFACTURING ENTERPRISES TO ATHENS.

The company desire to open correspondence with parties desiring to locate, and will extend liberal inducements in addition to gifts of sites in order to induce New Manufacturing Enterprises to locate in Athens. City property is doubling in value every few months, and at present low prices is beyond question a very fine investment.

The Athens Mining & Manufacturing Company,

R. L. BRIGHT, President

R. J. FISHER, Secy. and Genl. Manager

DECATUR, ALA.

Offers outside investors better inducements to locate than any other

 CITY IN THE SOUTH. 

AS A CITY OF Mammoth MANUFACTURING Enterprises,

She has few equals and no superiors in the South.

There have been located at Decatur in the last four months the following Industries :

THE DECATUR LAND, IMPROVEMENT & FURNACE COMPANY. Has 50,000 ACRES of Iron, Coal, Mineral and Timber LANDS
The Louisville & Nashville Railway Car Works. Cost of Buildings, \$300,000.

Charcoal Company's plant, costing \$120,000.
A seventy-ton Charcoal Iron Furnace, costing \$190,000.
A one hundred-ton Blast Iron Furnace, costing \$225,000.
The Decatur Iron Bridge Construction Company; cost of plant, \$100,000.
The American Oak Extract Company's plant, costing \$60,000.
Ivens & Sons Steam Boiler and Engine Works, costing \$100,000.
Morse Cotton Compress plant, costing \$60,000.
Decatur Lumber Company, Saw and Planing Mills, costing \$50,000.
Berthard & Co., Sash, Door and Blind Factory, cost \$15,000.
The Decatur Street Railway Company.
The Telephone Company.
Brush Electric Light Company, cost \$10,000.
The Ironton Wheelbarrow Company, cost \$25,000.
Howland & Co's Water Works System, costing \$200,000.
Bleymeyer Artificial Ice Company, cost \$10,000.
Four Mammoth Brickyards.
Jones, Poley & Co's Lumber Yards.
The Hoosier Mills & Building Company.
The Gate City Sash & Door Company.

Arantz Bro's Mills and Lumber Yards.
Grant & Co's Furniture Factory.
Southern Lumber Company.
H. S. Freeman's Mills and Lumber Yards.
The Alabama Farmer's Friend Fence Machine Company.
The Decatur Artificial Stone Company.
Decatur Chain and Architectural Iron Works, capital \$100,000.
Natural Gas Company, capital \$200,000.
First National Bank, capital \$100,000.
The Exchange Bank of Decatur, capital \$100,000.
Merchants' Insurance Company, capital \$100,000.
Decatur Building Association, capital \$300,000.
Decatur Building Company, capital \$1,000,000.
Buchheit's Bottling Works.
Decatur Printing Company.
Two daily papers, three weekly papers.
Two hotels are building—one \$60,000, one \$300,000; the largest in the South.
Grand Opera House, \$100,000.

• THERE ARE OTHER •

✻ Mammoth Enterprises ✻

Locating here, and contracts are being made with some of the most extensive industries in the United States.

Decatur is the Healthiest city in Alabama, the death rate among whites for 1886 being only 11 in 1,000.

Decatur Land, Improvement & Furnace Company.

E. C. GORDON, President. H. G. BOND, Vice-Prest. and Gen. Manager. W. E. FOREST, Secretary.

This Company has been pre-eminently successful in promoting the interests of the city of Decatur.

CORRESPONDENCE SOLICITED WITH PARTIES SEEKING LOCATIONS.



Pure Water AND Plenty of It.

SUPPLIED BY THE

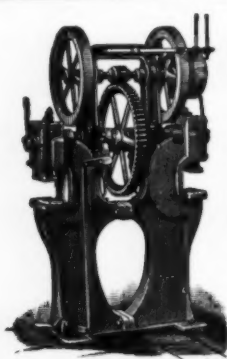
Kirkwood Wind Engine

The best appliance for pumping water of modern times.

Progress Engine & Machine Works

M. C. R. R.

SUMMERFIELD, MD.



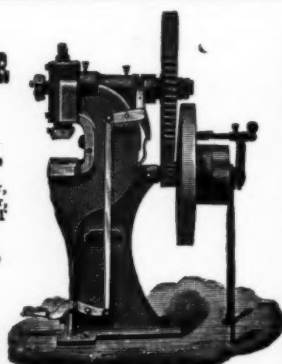
Small Double Machine

**THE
LONG & ALLSTATTER
COMPANY,
HAMILTON, OHIO.**

Double, Single, Angle-Bar,
Gang, Horizontal, Twin, Boiler,
Spacing, Gate, Multiple, BELT
and STEAM-DRIVEN
PUNCHES and SHEARS,
Over 300 Sizes.

ALSO
Power Cushioned
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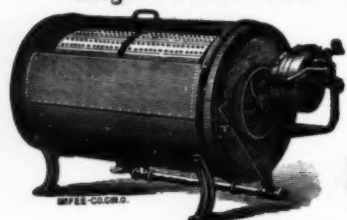
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Small Single Machine.

Laundry Machinery.

Largest Stock. Latest Improvements. Fullest Line.



Washing Machines,
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Centrifugal Machines,
Mangles, Wringers, etc.
BOILERS AND ENGINES.

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— A SPECIALTY. —

The A. M. DOLPH CO.

224 Washington Street,
CHICAGO, ILL.

Cor. 9th St. and Freeman Ave.,
CINCINNATI, O.

WORKSHOPS

WITHOUT STEAM POWER

SHOULD HAVE

BARNES'
Patent Foot Power Machinery. Complete
Outfits for actual workshop business.
With them Builders, Cabinet
Makers, Metal and Wood Work-
ers compete with steam power.
Machines on trial if desired.
Proof of value, prices, full
detail, illustr'd catalogue, free.
W. F. & JOHN BARNES CO.
Rockford, Ill.
Address No 221 Ruby St.



Barnes' Pat. Upright Drills
20-inch Swing, with both
Worm and Lever Feed.



Barnes' Pat. Engine Lathe
15 inch swing, 6-foot or 8-foot Bed.
These machines are made specially
in our factory, they have advantages
not found in other machines in this
line. It will pay parties desiring to
purchase, or know more about this
class of machines, to send for full
description and prices.
W. F. & JOHN BARNES CO.
221 Ruby St., Rockford, Ill.



\$175.

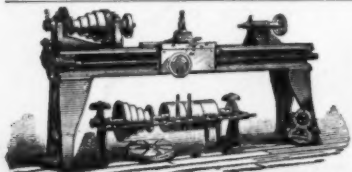
Sebastian, May & Co.'s Improved Screw Cutting

FOOT AND **LATHES** POWER



\$60.

Drill Presses, Shapers, Band, Circular and Scroll
Saws, Machinists' Tools and Supplies. Lathes
on trial. Catalogue mailed on application.
152 West Second Street, CINCINNATI, O.



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Engine Lathes**

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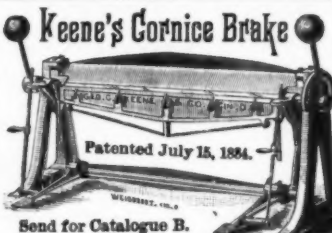
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CAST IRON GAS & WATER PIPE

Also Castings and Pat-

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tion made to order.

TRADE NOTES.

THE Du Quoin Iron Works, Du Quoin, Ill. have added to their business a new department for the manufacture of coal mining machinery, and solicit correspondence on the subject from parties interested. Estimates for equipping coal mines with the best and latest plants will be furnished upon application.

BRICK-MAKERS are reminded that the very best goods in their line can be had of the well-known house of C. W. Raymond & Co., Dayton, O., who make a specialty of brick-makers' supplies, and goods purchased from them will be found to be just what is needed. Their perfection brick press and wrought iron tempering wheel have a world-wide reputation.

THE paper cop tubes manufactured by Chas. F. Taylor, Providence, R. I., whose advertisement appears in this issue, are having a large sale. These tubes are specially adapted to cotton, woolen and silk mills, and are used by a large number of leading mills throughout the North and East; but, as they can be used to as great advantage by Southern mills, correspondence and inquiries are solicited from the textile mills of the Southern States. Satisfaction is guaranteed, as business is done on the principle of value for value, and a trial of these tubes is earnestly solicited.

THE Cambridge Roofing Co., Cambridge, Ohio, desire to say to their customers and all interested in metal roofing and siding that their 1888 catalogue will be ready for mailing in a few days. This catalogue contains some new and interesting features. One is the describing of the special adaptability of steel sheet, which they have decided to use exclusively for their Crowl's patent standing seam roofing. They report a very brisk trade, being double that of any other previous year at this season when it is usually the dulllest. Any one wanting to act as agent for a popular style of roofing or wanting to use some will do well to consult this company.

THE very valuable factory known as the North Carolina Coach Material Mills, of Greensboro, N. C., is offered for sale. This property is located in one of the best sections of the country for all kinds of hardwood timber, and is near the pine region of North Carolina. The plant consists of a two-story brick factory, frame factory, three brick dry-houses, Stone engine, brick boiler-house, spoke shed, saw mill, boilers, one large engine, and a complete line of pulleys and shafting. There are four acres of ground also, and no better location could be found for the manufacture of wagons, spokes, sash, doors, blinds, &c.; flour or cotton mills. For further particulars see advertisement and address Thomas McMahon, Richmond, Va., or Greensboro, N. C.

THE Richmond Locomotive & Machine Works, Richmond, Va., write us as follows: "The business outlook with us is very encouraging. Orders thus far this year are \$100,000 in excess of what they were this date last year. Have just closed a \$35,000 contract with the Sam Christian Gold Hydraulic Co., Salisbury, N. C., for sundry mining machinery and steel pipes; also have under construction 12 pole road locomotives and car irons for pole roads and a number of large saw mill outfits. Have just completed three 200 horse-power compound marine boilers for the C. & O. Elevator Co., at Newport News, Va., and one 30-ton standard locomotive for the Sloss Iron & Steel Co., of Birmingham, Ala. Are now engaged in enlarging our plant for building locomotives, adding six new pits and other expensive additions.

THE attention of capitalists and manufacturers is called to the advertisement of

Jackson, Miss., published in this issue. This city is situated in a delightful climate and is centrally located, being on the Pearl river and having communication with all parts of the State by means of the Illinois Central, Vicksburg & Meridian and Natchez, Jackson & Columbus Railroads. Many advantages are offered to those who wish to locate wood-working factories, saw and planing mills, sash, door and blind factories, as fine timbers, such as pine, cypress, ash, poplar, hickory, white oak and gum are found in plentiful supply along the bottom lands of the Pearl river, which can be cut and brought to mill by rafts at comparatively small expense. The Board of Trade desire to correspond with business men of whatever class who may desire to locate there, and will encourage and co-operate in the forming of new industries by subscribing liberally to the capital stock of same. P. W. Peoples, president Board of Trade, can give further particulars.

THE Southern States are giving more attention to manufacturing fine furniture than ever before. Heretofore the South has manufactured only a common or medium grade of goods, but the manufacturers of the South have learned a lesson, and now are competing for the very best trade. One of the best equipped furniture factories in the South is that of the Boyd & Baxter Furniture Company, at Atlanta, Ga. They are located at one of the very best points for manufacturing this class of goods. They have heretofore done a very large business, but have recently increased their facilities and have fitted out one of the best equipped and most modern furniture factories in the United States. The motive power is one of the latest improved Corliss engines, furnishing 150 horse-power. The entire outfit of machinery was furnished by the Egan Company, Cincinnati, Ohio, who make a specialty of furniture machinery. The outfit consists of the latest improved sand-papering machines, double cut-off saws, drawer-fitting machines, carvers, planers and smoothers, tenoning, friezing and molding machines, and all the latest appliances that go to make up a first-class furniture factory.

THE addition of a wing, 70x100 feet, to the Chrome Steel Works, to which we recently referred, has been completed and the establishment now presents an imposing appearance and causes it to take rank with any of its class in this country or abroad. The new wing has been furnished with improved shears of increased capacity, one of which has a knife 48 inches wide. The Chrome steel combination plates, welded layers of steel and iron, are largely adopted by architects and builders for fire and burglar proof vaults, as well as by safe manufacturers in making fire and burglar-proof safes, and it is in consequence of an increased demand from this source that forced the company to make the improvements noted above. The Chrome steel improved shoes and dies for use in stamp mills, or the reduction of gold and silver ores, or any hard or brittle substance in manufacturing, are rapidly superseding all other makes of shoes and dies, the fact of their outwearing three sets of the old cast iron ones having become generally known by judicious advertising. A visit to the Chrome Steel Works would well repay any one. They are situated at the junction of Keep street and Kent avenue, Brooklyn, N. Y.

SINCE January 1, 1888, the Babcock & Wilcox Co. have placed the following orders for boilers:

H. P. Senboard & Roanoke R. R., Portsmouth Va.	146
American Tube & Iron Co., Middletown, Pa.	51
Cumberland & Presumpscot Mills, Cumberland Mills, 3d order	190
Bessemer Water Works, Bessemer, Ala.	90
Millward, Bradbury & Co., Liverpool, for Bahia, Brazil	83
Edison-Swan United Electric Light Co., Ltd., London, Eng.	463
H. F. Stores, London, for Brisbane, New Zealand	104
Kohlstedt & Grunberg, Nordeney, Germany	95
Hugh Kelly, New York City, for Cuba	208
Jas. Simpson & Co., Ltd., London, Eng.	180

Sala Pen & Co., Barcelona, Spain	304
Allegheny County Light Co., Pittsburgh, Pa.	365
Augustin Goytisoli, Cienfuegos, Cuba	65
Acadia Coal Co., Stellarton, N. S., 3d order	156
John Barry, Ostere & Co., Ltd., Kirkcaldy, Scotland	208
Arthur Butler, for India	35
Woodward Iron Co., Woodward, Ala., 3d order	102
Chatham, Rochester & District Electric Lighting Co., Rochester, Eng.	124
Bird-Coleman Furnaces, Cornwall, Pa., 3d order	150
Imprimerie Francaise, Paris, France	126
Lombard, Ayres & Co., Bayonne, N. J., 14th order	208
Lombard, Ayres & Co., Bayonne, N. J., 15th order	208
Schenectady, N. Y., Locomotive Works	146
Gastonia Cotton Manufacturing Co., Gastonia, N. C.	81
W. W. Taylor, 3d order, for Greensboro, N. C.	45
Metropolitan Street Railway Co., 18th street line, Kansas City, 3d order	600
Takata & Co., London, for Japan	249
Compagnie des Omnibus et Tramway de Lyon, France	90
Evans & McEwen, Cardiff, Wales	140
Ziffer & Walker, Manchester, for Bahia, Brazil	124
Bradley & Craven, Wakefield, Eng.	108
Bears & Sons, Norwich, Eng.	65
A. M. Dorman, Maidstone, Kent, England	80
Walker Bros., London, for Ceylon	15
Emile Roussel, Roubaix, France	372
Anglo-American Electric Light Co., for Royalty Theater, Glasgow	95
Societe des Ciments Francais et de Portland, Beaulieu-on-the-Sea, France	612

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600 handsomely furnished rooms at \$1 and upwards per day. European plan. Elevators and all modern conveniences.

Restaurants supplied with the best. Horse cars, stages and elevated railroads to all depots. You can live better for less money at the Grand Union Hotel than any other first-class hotel in the city.

THE American House, Boston, hold its popularity as well as any hotel in the country, on account of its central location, excellent management and liberal charges for first-class accommodations.

WHEN in Cincinnati, stop at the Palace Hotel. Rates, \$2.00 and \$2.50 per day; meals, 50 cents each. Elegant rooms; fine table, and centrally located.

If you have occasion to visit Lowell, Mass., and want comfort and attention in the most convenient locality of the city, try the St. Charles.

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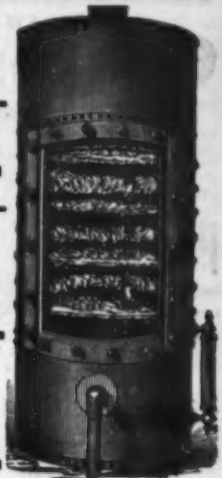
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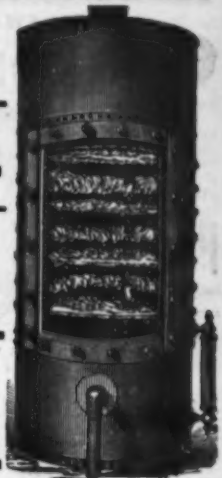
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This cut is a facsimile of the appearance of a No. 5 Heater at work on ordinary lime water, when the door was removed after the Heater had been running two weeks.  Illustrated Catalogue Free.

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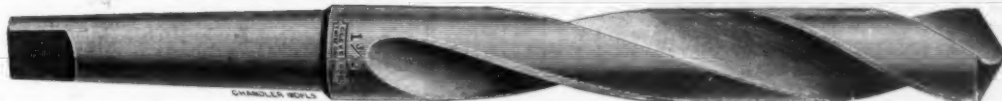
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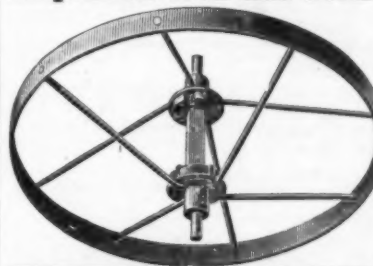
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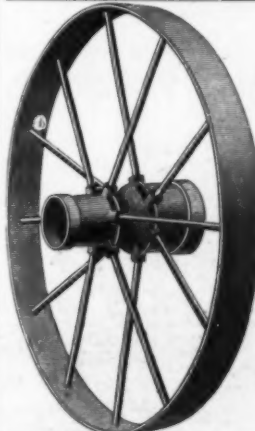


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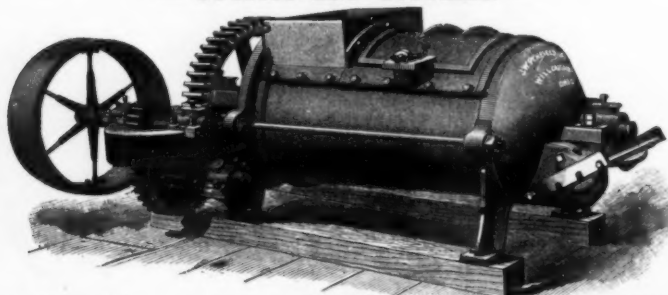
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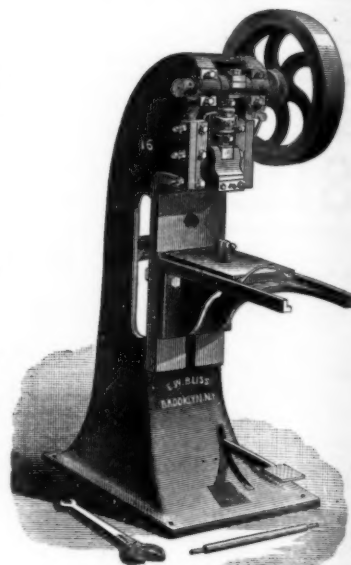
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CURRY COMBS.	
Fitch's new list	dis 50¢ to 1.50
Hotchkiss, Novelty, new list, July, 1880	dis 25¢
Hotchkiss, Excelsior Superior Champion	dis 25¢
Lawrence, "Perfect"	dis 25¢
Rubber	dis 25¢
Sweet & Clarke	dis 50¢ to 1.50
Lusters	dis 25¢
CURTAIN PINS.	
Silvered Glass	net
White Enamel	net
CUTLERY.	
Association (Table)	net
Naugatuck Cutlery Co.	net
Excelsior Knife Co.	net
Wilson's Butcher and Shoe Knives	dis 30¢
Ames' Shoe Knives	dis 30¢
Wm. Rogers Mfg. Co., Plated Cutlery	net
DOG COLLARS.	
Embossed Gilt	dis 30¢
Leather	dis 40¢
Brass	dis 40¢
DOOR SPRINGS.	
Torrey's Rod, regular size	dis 1.30
Cam (Coil) List, April 19, 1886	dis 1.00
Standard	dis 1.25; 9 doz \$1.75; dis 60¢ to 1.00
8 doz	2.50; 6 doz \$3.50; dis 60¢ to 1.00
Hercules	dis 50¢ to 1.00
DRAWING KNIVES.	
Middlesex Mfg. Co.	dis 75¢
Crosman's No. 1	dis 75¢
Nobles Mfg. Co.	dis 15¢
Bradley's	dis 35¢
Adjustable Handle	dis 20¢
P. S. & W.	dis 75¢
Douglass	dis 75¢
DRILLS AND DRILL STOCKS.	
Blacksmith's Self-Feeding	each, 7.50, dis 20¢
Breast, P. S. & W.	dis 40¢
Breast, Wilson's	dis 30¢
Breast, Millers Falls	each, \$3.00, dis 25¢
Breast, Bartholomew's	each, \$1.50, dis 25¢ to 1.00
Wilson's Drill Stocks	dis 10¢
Automatic Boring Tools	dis 1.85 each
Manner Drill Mfg. Co.—	
Model Bench Drill	dis 10.00, dis 50¢
XXX Post Drill	dis 8.00, dis 50¢
EGG BEATERS.	
Dover	dis 50¢ to 1.50, dis 25¢
Acme	gross, \$9.00
Victoria	gross, \$10.00
EMERY AND EMERY PAPER.	
Regular numbers	dis 6¢
Flour and F. F.	dis 4¢
B. & A. Emery Paper	dis 20¢
ENAMELED AND TINNED WARE.	
Kettles	dis 50¢ to 1.50
Sauce Pans	dis 30¢ to 1.00
Tinned Sauce Pans	dis 30¢ to 1.00
Escutcheon Pins—Brass	dis 50¢
ESCUTCHEONS.	
Door Lock	Same discounts as Door Locks
Brass Thread	dis 50¢
Wood	dis 25¢
FAUCETS.	
Fenn's	dis 40¢
Fenn's Cork Stops	dis 35¢
Star	dis 60¢
Frary's Patent Petroleum	dis 40¢
West's Patent Key	dis 50¢
Anchor Lock	dis 45¢
Metallic Key, Leather Lined	dis 55¢ to 1.00
Cork Lined	dis 70¢
J. Sommer's Best Metallic Key	dis 40¢
J. Sommer's Cork Lined, 1st quality	dis 50¢
FILES.	
E. M. Boynton's	new list, dis 25¢
Western File Co.	dis 60¢ to 1.00
Butcher's	dis 40¢ to 1.00
Moss & Gamble	dis 50¢ to 1.00
H. Diston & Sons (new list)	dis 60¢
Heller Bros.' Horse Rasps	dis 30¢ to 1.00
Nicholson	dis 50, 15¢ to 1.00
New American	dis 60¢ to 1.00
Union File Co.	dis 60¢ to 1.00
Seale, new list	dis 70¢ to 1.50, 25¢ off
FLUTING MACHINES.	
Knox, 1/4-inch Rolls	dis 35¢
Knox, 1/2-inch Rolls	dis 40¢
Knox, 3/4-inch Roll	dis 45¢
Eagle, 1/4-inch Roll	dis 35¢
Crown, 1/4-inch Roll	dis 35¢
Crown, 1/2-inch Roll	dis 40¢
Crown Jewell	dis 35¢
American, 5-in., 3-in., 6-in., 7-in., 8-in.	dis 35¢
Domestic Fluter	dis 1.50 each, net
Geneva Hand Fluter, White Metal	dis 1.25 to 2.50
Crown Hand Fluter, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	dis 35¢
Combined Fluter and Sad Iron	dis 1.50, dis 30¢
FORKS.	
Lawson & Brenizer	dis 60¢ to 1.00
Remington	dis 50¢ to 1.00
Sheble & Fisher	dis 50¢ to 1.00
FRY PANS.	
Burnished list as follows	dis 70¢
No. 1	dis 70¢
No. 2	dis 70¢
No. 3	dis 70¢
No. 4	dis 70¢
No. 5	dis 70¢
No. 6	dis 70¢
No. 7	dis 70¢
No. 8	dis 70¢
No. 9	dis 70¢
No. 10	dis 70¢
No. 11	dis 70¢
No. 12	dis 70¢
No. 13	dis 70¢
No. 14	dis 70¢
No. 15	dis 70¢
No. 16	dis 70¢
No. 17	dis 70¢
No. 18	dis 70¢
No. 19	dis 70¢
No. 20	dis 70¢
No. 21	dis 70¢
No. 22	dis 70¢
No. 23	dis 70¢
No. 24	dis 70¢
No. 25	dis 70¢
No. 26	dis 70¢
No. 27	dis 70¢
No. 28	dis 70¢
No. 29	dis 70¢
No. 30	dis 70¢
No. 31	dis 70¢
No. 32	dis 70¢
No. 33	dis 70¢
No. 34	dis 70¢
No. 35	dis 70¢
No. 36	dis 70¢
No. 37	dis 70¢
No. 38	dis 70¢
No. 39	dis 70¢
No. 40	dis 70¢
No. 41	dis 70¢
No. 42	dis 70¢
No. 43	dis 70¢
No. 44	dis 70¢
No. 45	dis 70¢
No. 46	dis 70¢
No. 47	dis 70¢
No. 48	dis 70¢
No. 49	dis 70¢
No. 50	dis 70¢
No. 51	dis 70¢
No. 52	dis 70¢
No. 53	dis 70¢
No. 54	dis 70¢
No. 55	dis 70¢
No. 56	dis 70¢
No. 57	dis 70¢
No. 58	dis 70¢
No. 59	dis 70¢
No. 60	dis 70¢
No. 61	dis 70¢
No. 62	dis 70¢
No. 63	dis 70¢
No. 64	dis 70¢
No. 65	dis 70¢
No. 66	dis 70¢
No. 67	dis 70¢
No. 68	dis 70¢
No. 69	dis 70¢
No. 70	dis 70¢
No. 71	dis 70¢
No. 72	dis 70¢
No. 73	dis 70¢
No. 74	dis 70¢
No. 75	dis 70¢
No. 76	dis 70¢
No. 77	dis 70¢
No. 78	dis 70¢
No. 79	dis 70¢
No. 80	dis 70¢
No. 81	dis 70¢
No. 82	dis 70¢
No. 83	dis 70¢
No. 84	dis 70¢
No. 85	dis 70¢
No. 86	dis 70¢
No. 87	dis 70¢
No. 88	dis 70¢
No. 89	dis 70¢
No. 90	dis 70¢
No. 91	dis 70¢
No. 92	dis 70¢
No. 93	dis 70¢
No. 94	dis 70¢
No. 95	dis 70¢
No. 96	dis 70¢
No. 97	dis 70¢
No. 98	dis 70¢
No. 99	dis 70¢
No. 100	dis 70¢
GAUGES.	
Marking, Stanley's	dis 60¢
Marking, Chapin's	dis 60¢
Wire	dis 50¢ to 1.00
Wire, Diston's	dis 20¢
Wire, Wheeler, Madden & Co.	dis 10¢
GIMLETS.	
Nail and Spike	dis 50¢
"Eureka" Gimlets	dis 40¢ to 1.00
"Diamond" Gimlets	dis 40¢ to 1.00
Double Cut, Sheppardson's	dis 45¢
Double Cut, Hartwell's	dis 50¢
Double Cut, Ives	dis 50¢ to 1.00
Double Cut, Douglass	dis 40¢
"Eureka"	dis 70¢ to 1.00
BLUE POTS.	
Tinned and Enamelled	dis 35¢
Family, Howe's "Eureka"	dis 40¢
Family, L. F. & C.'s "Handy"	dis 40¢ to 1.00

GRINDSTONE FIXTURES.	
Sargent's Patent	dis 70¢ to 1.50
Reaching Hardware Co.	dis 35¢ to 1.00
GUN WADES.	
Eley's E. E. wads, 11 upwards	dis 1.75
" " " 9 and 10	dis 2.00
" " " 7 " 8	dis 2.25
" P. E. " 11 upwards	dis 2.50
" " " 9 and 10	dis 2.75
" " " 7 " 8	dis 3.00
HAMMERS.	
Maydole's	dis 25¢
Hartford Hammer Co.	dis 40¢ to 1.00
Warner & Noble's	dis 30¢
Kip's or Selsor's	dis 30¢
Verkes & Plumb	dis 40¢
Hartford Hammer Co's New List—	
Hammers	dis 40¢ to 1.00
Sledges	dis 60¢ to 1.00
Mason and Spalling Hammers, &c.	dis 60¢ to 1.00
HANDLES—Door or Thumb Latches.	
No. 1	dis 1.00
No. 2	dis 1.25
No. 3	dis 1.50
No. 4	dis 1.75
Per doz. \$0.90	1.00 1.25 1.50 1.75
Roggin's Latches	dis 35¢ to 40¢ net
Bronze Iron Drop Latches	dis 70¢ to 90¢
Jap'd Store Door Handles—Nuts, \$1.62; Plate, 1.10; no Plate	dis 88¢
Barn Door	dis 1.50, dis 10¢
Wrought Chest	dis 65¢ to 1.00
Surface Chest	dis 55¢ to 1.00
Flush Chest	dis 55¢ to 1.00
Lifting	dis 50¢ to 1.00
Saw and Plane	dis 40¢ to 1.00
Lippincott Cross-Cut Saw	dis 20¢ per pair
Hammer and Hatchet	dis 25¢
Brad Axl	dis 20¢
Chisel, all kinds	dis 50¢ to 1.00
Auger, assorted, gross, \$5.00	dis 40¢
Auger, large, gross, \$7.00	dis 40¢
Patent Auger, Ives	dis 25¢
Patent Auger, Douglass	dis 25¢
Patent Auger, Swan's	dis 25¢
HAMMOCK CHAIRS.	
White Mountain, per doz.	dis 70.00
Finished in red, per doz.	dis 80.00
HANGERS.	
Cronk Hanger Co.—	
No. 4, per doz. pair	dis 12.00, 50¢ to 1.00
" " " " "	dis 14.00, 50¢ to 1.00
" " " " "	dis 16.00, 50¢ to 1.00
Iron clad track	9 cents per foot, 50¢ to 1.00
Barn door stay	dis 50¢ to 1.00
Anti-Friction Barn Door Hanger	dis 50¢ to 1.00
Cronk's Pat. Wire Cutter and Bender, 8 in.	dis 15.00 & 40¢
Cronk's Pat. Wire Cutter and Bender, 10 in.	dis 21.00 & 40¢
Barn Door, old patterns	dis 60¢ to 1.00
Barn Door, New England	dis 60¢ to 1.00
Climax (Anti-Friction)	dis 50¢
Richard's	dis 50¢
Ridder	dis 50¢
Paragon	dis 40¢ to 1.00
Smith	dis 40¢
HATCHETS.	
Underhill's	dis 40¢ to 1.00
Price Solid Steel	dis 60¢ net
Shingling, Nos. 1 & 3	dis 75¢ to 80¢
Claw	dis 75¢ to 80¢
Lathing, Nos. 1 & 3	dis 75¢ to 80¢
Hammond's new list	dis 35¢
Blood's	dis 35¢
Hunt's	dis 40¢
Russell's, low list	dis 40¢
HAY KNIVES.	
Gem	dis 12.00
"Lightning"	dis 18.00 net 20¢
Wadsworth's	dis 40¢
HINGES.	
Blind Hinges—	
Shepard's "Noiseless"	dis 75¢ to 1.00
(Nos. 50, 60, 65 and 55)	dis 80¢
Shepard's "Niagara" Gravity	dis 80¢
"Buffalo" Gravity	dis 80¢
"Clark Pattern"	dis 80¢
"Champion" Gravity	dis 80¢
"Steamboat" Gravity	dis 80¢
"O. S." Lull & Porter	dis 75¢
"Acme" Lull & Porter	dis 75¢
"Queen City" Reversible	dis 70¢ to 1.00
Huffers	dis 50¢ to 1.00
Standard Lull & Porter	dis 75¢ to 1.00
Gate Hinges and Latches	dis 75¢ to 1.00
Shepard's (Nos. 1, 2, 3, 10 and 20)	dis 60¢ to 1.00
Plate Hinges (8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100)	dis 50¢
"Providence" over 12 in.	dis 40¢
Screw Hook (8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100)	dis 40¢
Strap	dis 30¢
Crown spring hinges, for screen doors, dis 60¢; for solid doors, single action, dis 45¢; for solid doors, double action, dis 55¢.	
Crown Screen Door Latch	dis 50¢
Crown Christmas-Tree Holders, 8-inch	dis 50¢
doz; 3-inch, 12-inch	dis 50¢
Bickford Portable Pump	dis 60¢
American Cake Mixer, No. 6	dis 60¢
American Tobacco Cutter	dis 60¢
A. M. Co. Clothes Wringer, No. 2 rolls, 10x12, 12x12, 14x12, 16x12, 18x12, 20x12, 22x12, 24x12, 26x12, 28x12, 30x12, 32x12, 34x12, 36x12, 38x12, 40x12, 42x12, 44x12, 46x12, 48x12, 50x12, 52x12, 54x12, 56x12, 58x12, 60x12, 62x12, 64x12, 66x12, 68x12, 70x12, 72x12, 74x12, 76x12, 78x12, 80x12, 82x12, 84x12, 86x12, 88x12, 90x12, 92x12, 94x12, 96x12, 98x12, 100x12	dis 30¢
No. 2 Gals. \$2.00 doz; No. 2 1/2 Gals. \$3.00 doz.	
Heavy Welded Hook (8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100)	dis 20¢
1/2 in. & up, 1/4 in. & up	dis 20¢
Screw Hook and Eye	dis 10¢
1/2 in.	dis 10¢
3/4 in.	dis 10¢
1 in.	dis 10¢
Wrought Strap & T list, Dec. 20, 77	dis 65¢ & 30¢
Standard Spring Hinges, single and double action, dis 60¢ to 1.00	
HOES.	
Planters	dis 60¢ to 1.00
Riveted Shank	dis 60¢ to 1.00
Grub	dis 60¢
Hick's Pat. Solid C. S. Planters	dis 60¢ to 1.00
Hick's Pat. Solid C. S. Scovill Pattern	dis 60¢
Hubbard, Bakewell & Co.	dis 60¢
HANDLES.	
Axe, Pick, Sledge, Hammer and Hatchet	dis 35¢ to 1.00
HORSE NAILS.	
Ausable: Nos. 5, 6, 7, 8, 9, 10	
Plain, 1/2 in.	dis 20¢ to 30¢
Finish'd 1/2 in.	dis 20¢ to 30¢
Clint's, P. A.	dis 20¢ to 30¢
Clint's, Fin'd	dis 20¢ to 30¢
Essex, 1/2 in.	dis 20¢ to 30¢
Paranae	dis 20¢ to 30¢
Globe	dis 20¢ to 30¢
N. H. W.	dis 20¢ to 30¢
Phenix	dis 20¢ to 30¢
Champion	dis 20¢ to 30¢
Forged 1/2 in.	dis 20¢ to 30¢
A. C. B.	dis 20¢ to 30¢
K.	dis 20¢ to 30¢
New Haven	dis 20¢ to 30¢
Capewell	dis 20¢ to 30¢

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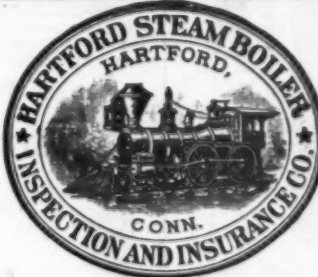
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secure insurance at once, and embraces the best features
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Weight, 100 lbs. Drills from 1/4 to 1-inch hole. List, \$28. Special price to February 1, 1888, \$25.

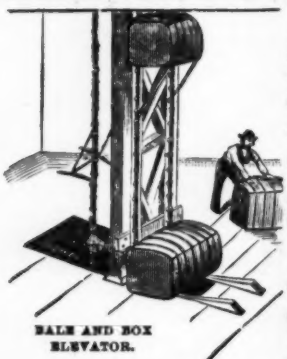
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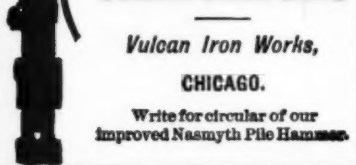
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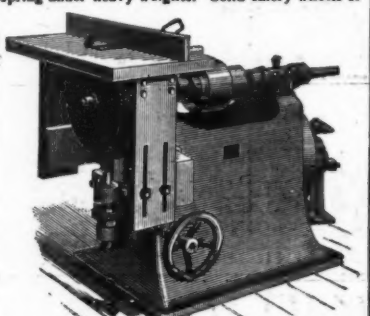
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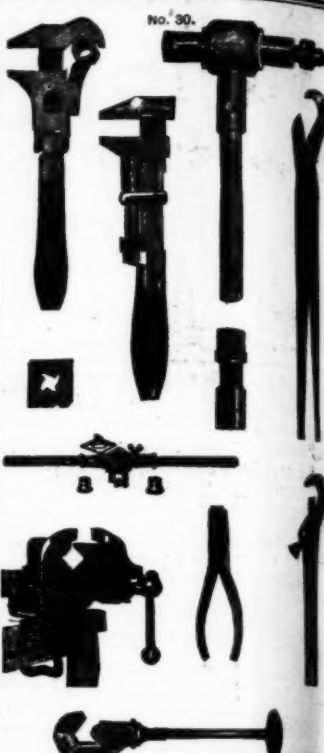
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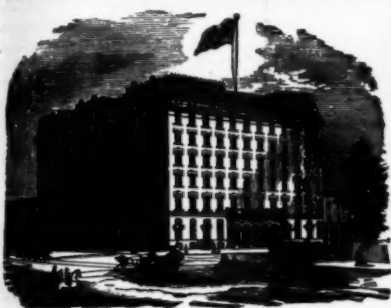
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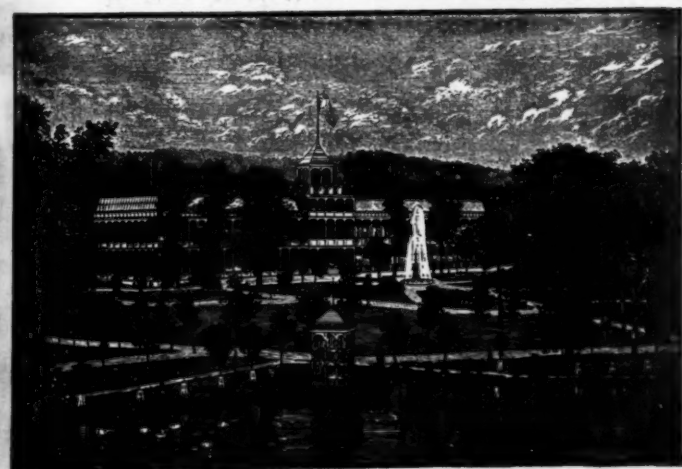
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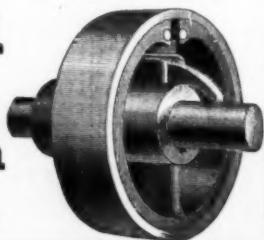
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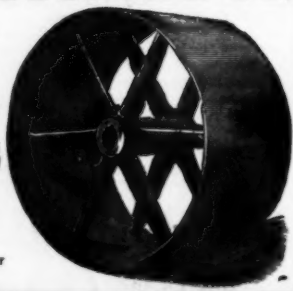
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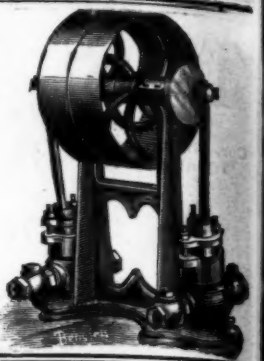


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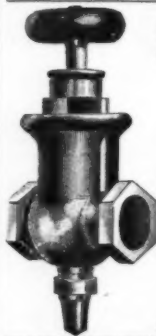
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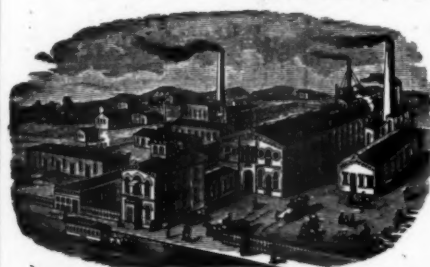
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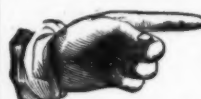


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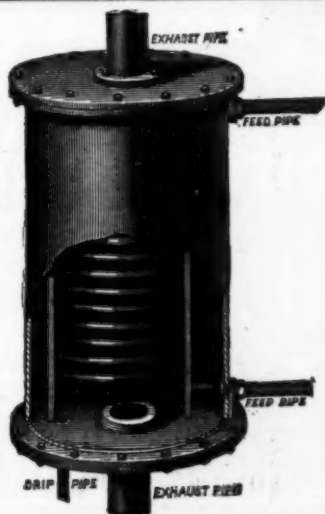
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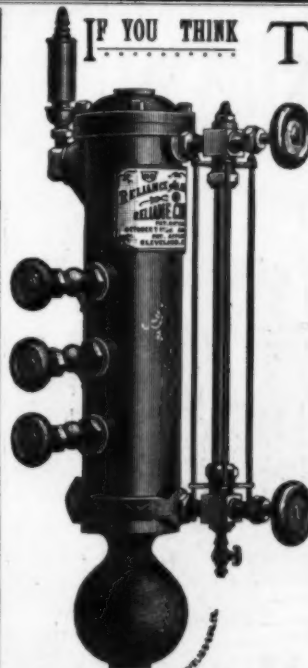
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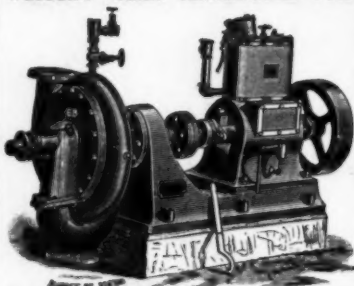
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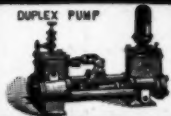
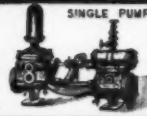
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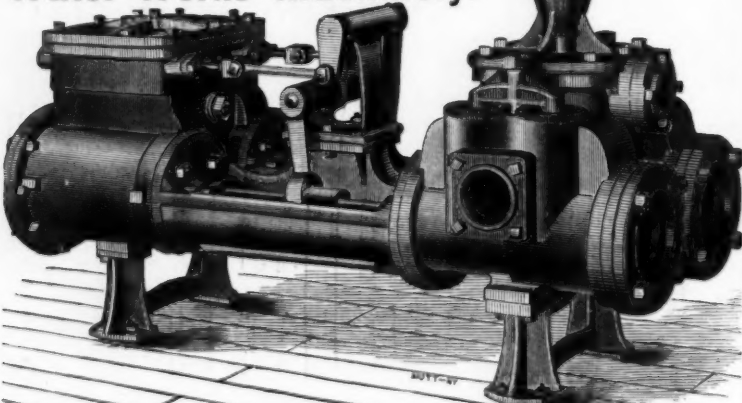
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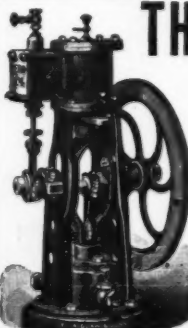
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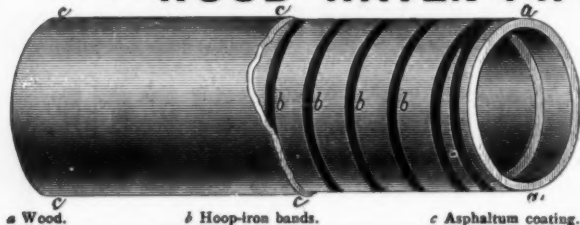
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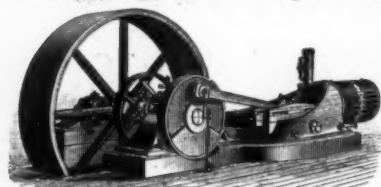
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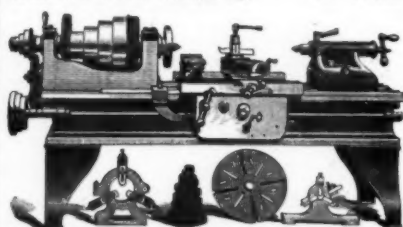


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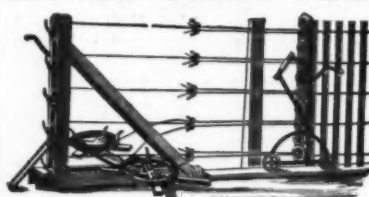
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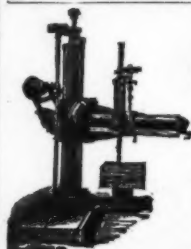
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